

EXISTING AND PROPOSED LAND USE



Water pollution, air pollution, transportation needs, power and water needs, overloaded septic tanks and sanitary sewer system, vacant commercial buildings, and deteriorating older residential areas are some of the prevalent problems Independence is faced with at the current time. Planning and programming for the optimal use of land, water, air, and human resources is a vital instrument for guiding urban growth and providing a healthful and aesthetically pleasing community environment.

Studying the existing land use patterns are vital to the development of a Comprehensive Land Use Plan for the community. The analysis of the land use survey is importance to adequately understand the past growth trends and the current development patterns of the city.

A land use survey was conducted in Independence during the Fall of 1989 and completed in the Spring of 1990. This survey covered the 78 square miles within the current city limits, or approximately 50,304 acres of land. The use of all property was recorded on a zoning map series for comparison of existing uses to the current zoning of land. The following categories were used to identify each use: agricultural use; residential use and number of dwelling units; community facilities, which includes both public and private uses; commercial uses; industrial uses; open space, which includes parks and recreational uses, both public and private; and vacant undeveloped land that was not used for agricultural purposes.

The results of the existing land use survey indicate that Independence is really three distinct communities contained in the same city. The older urban more densely populated section in the west, the

post war suburban section in the central section of the City, and the picturesque rural portion of eastern Independence.

The enforcement tools used to control and guide land use are the zoning ordinance and subdivision regulations. They are the means of insuring that the land uses are properly situated in relation to one another, providing adequate space for each type of use. The control of development density in each area is important, so that property can be adequately serviced by streets, utilities, schools, and recreation. Directing new growth into appropriate areas and protecting existing property by requiring new development to provide adequate light, air and privacy for persons living and working within the city is the principle purpose of the land use plan.

6.2 - EXISTING LAND USE

The existing pattern of land use development indicates the major growth of Independence has taken place east of Lee's Summit Road since 1970. The predominate growth of all land use categories has been in single-family residential units. The number of residential units that were available for occupancy in 1970 amounted to 37,329. In 1980 this figure was 44,598 units and in 1990 the total number of available residential units was 48,391. This is an increase of 11,062 units in the twenty year period with an average of over 500 units per year. The majority of this growth has been along three corridors in the eastern portion of the City. The first corridor is located between U. S. 24 highway and Salisbury Road, east of Missouri 291 highway to Blue Mills Road. The second corridor is east of Lee's Summit Road, between 23rd Street and 39th Street to Jackson Drive. The third corridor is east of Lee's Summit Road and south of U. S. 40 highway

to Interstate 470. These three corridors make up the vast majority of the area where residential development has taken place in the past twenty years.

The older residential areas with large lots and vacant land parcels, that were pasted over by larger subdivisions developed in the 1960's and 1970's, have also been part of the growth in the 1980's. As adequate utilities became available in the eastern portion of Independence the growth followed in those areas.

One of the most significant changes in the land use pattern is the commercial development that has followed the major arterial streets to the east. The strip zoning of commercial uses along these streets has contributed to bottleneck traffic during peak rush hour times.

The number of retail trade establishments in Independence in 1963 amounted to 545 businesses with a net sales of \$94,803,000. The same category of retail trade establishments for the year of 1987 in Independence amounts to 725 businesses with a net

sales of \$809,944,000. This is an increase of 180 retail business that have been constructed along the major street system.

The existing land use map, Figure 6.21, illustrates the land use patterns and shows that single-family residential is still the predominate land use. Figure 6.22 illustrates the percentage of each land use category for Independence, as of April 1990. Low-Density residential uses makes up twenty four (24) percent of the total developed area of Independence, while Moderate-Density and High-Density Residential represents only one (1) percent each of the total developed area. Commercial development represents three (3) percent of the total area; Public or Community Facilities totals to three (3) percent; Industrial development is only one (1) percent, not including Lake City Ammunition Plant, which is six (6) percent; Open Space or Recreational land use is four (4) percent; Agricultural farm land is eighteen (18) percent of the total area; Roads and Street right-of-way is ten (10) percent of the total developed area; and twenty nine (29) percent of the total land area is classified as Vacant undeveloped land. Table 6.21,

FIGURE 6.22

DISTRIBUTION OF LAND USES

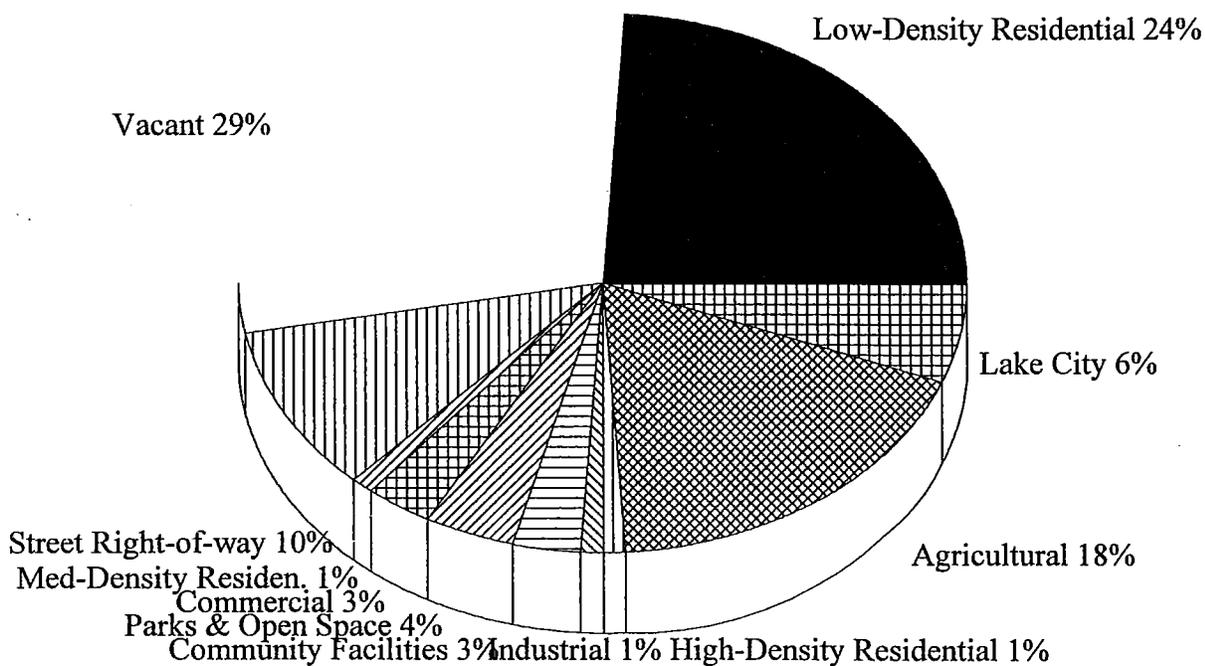


TABLE 6.21

DISTRIBUTION OF LAND USE BY NEIGHBORHOOD PLANNING DISTRICT

Planning District	Low Density acres	Medium Density acres	High Density acres	Commercial acres	Community Facilities acres	Industrial acres	Lake City acres	Open Space acres	Vacant acres	Agricultural acres	Street R-O-W acres	Total acres
1	180.61	0.00	0.00	2.06	5.42	6.99	0.00	20.31	392.49	0.00	198.66	807
2	156.63	0.00	11.36	5.83	0.00	6.39	0.00	147.36	47.69	0.00	111.27	487
3	711.27	6.54	5.61	23.93	22.48	4.85	0.00	31.90	29.12	0.00	169.23	1005
4	82.27	2.29	2.16	41.20	7.40	10.01	0.00	5.93	21.12	0.00	26.15	199
5	199.79	12.33	1.27	6.76	14.09	0.00	0.00	0.00	2.58	0.00	64.11	301
6	229.00	0.63	2.83	16.15	21.50	0.37	0.00	103.86	41.47	0.00	134.73	551
7	282.69	2.25	1.61	14.12	4.08	1.11	0.00	15.01	43.23	0.00	84.03	448
8	145.74	0.60	3.44	51.09	7.13	0.22	0.00	0.00	28.78	0.00	51.14	288
9	144.00	10.59	8.10	27.51	11.56	5.96	0.00	20.56	101.95	0.00	156.29	487
10	341.65	38.66	17.98	85.12	16.03	6.58	0.00	0.64	58.05	0.00	113.84	679
11	293.19	24.71	7.20	31.84	17.27	0.00	0.00	6.48	76.81	0.00	195.42	653
12	250.54	0.00	0.00	0.72	9.70	0.00	0.00	8.28	12.75	0.00	63.74	346
13	211.58	0.00	0.00	2.86	45.45	3.73	0.00	0.00	423.73	0.00	87.19	775
14	256.06	19.92	6.13	21.68	126.66	3.15	0.00	35.71	193.31	0.00	143.91	807
15	113.09	12.26	2.99	13.70	35.37	0.87	0.00	22.20	11.68	0.00	18.36	231
16	152.73	20.77	3.33	34.20	157.33	45.58	0.00	22.43	44.44	0.00	56.93	538
17	409.30	2.90	0.00	48.03	17.97	51.00	0.00	64.00	184.62	0.00	99.00	877
18	273.05	7.30	9.04	44.74	15.08	3.14	0.00	0.00	25.58	0.00	76.59	455
19	149.01	0.00	10.40	158.59	0.00	4.22	0.00	0.00	22.49	0.00	141.82	487
20	203.83	0.56	10.03	16.16	1.24	0.96	0.00	0.98	42.42	0.00	69.55	346
21	271.56	0.75	0.00	161.78	0.00	7.28	0.00	0.00	449.51	0.00	171.66	1063
22	129.30	3.82	18.07	33.12	0.00	14.51	0.00	11.54	28.61	0.00	49.16	288
23	473.10	29.22	19.34	22.23	49.50	9.70	0.00	15.00	39.11	0.00	46.80	704
24	403.16	6.56	2.00	42.90	306.20	0.50	0.00	0.00	119.46	0.00	117.76	999
25	498.84	0.99	3.03	65.61	59.30	5.29	0.00	7.07	47.13	0.00	144.87	832
26	1195.28	15.06	60.42	137.33	28.89	0.00	0.00	81.65	23.72	0.00	224.18	1767
27	265.22	2.31	11.95	21.88	8.02	34.56	0.00	21.35	345.63	0.00	127.61	839
28	168.55	3.19	3.76	27.95	1.01	0.00	0.00	0.00	74.15	0.00	41.52	320
29	451.56	11.90	51.57	48.24	53.61	0.00	0.00	104.50	103.04	0.00	110.11	935
30	201.67	4.37	29.50	10.36	21.82	1.81	0.00	3.46	274.33	0.00	137.62	685
31	441.46	35.53	46.83	30.62	1.69	0.00	0.00	0.00	325.50	0.00	84.89	967
32	110.64	0.00	8.50	32.89	6.78	0.71	0.00	0.00	319.28	0.00	33.34	512
33	40.34	0.00	0.00	16.85	0.00	1.53	0.00	0.00	83.36	0.00	18.04	160
34	210.76	7.50	60.62	31.60	21.86	0.00	0.00	0.00	187.30	0.00	62.89	583
35	242.50	0.00	0.00	0.21	17.65	0.00	0.00	6.14	45.41	0.00	27.42	339
36	253.80	8.57	39.37	6.68	8.83	47.58	0.00	252.35	1116.01	1928.54	184.81	3847
37	178.49	1.52	33.56	5.59	20.57	25.60	0.00	132.53	442.62	55.24	173.21	1069
38	456.36	13.49	0.54	26.26	30.65	104.17	0.00	260.96	1260.52	1065.21	148.37	3367
39	4.65	0.00	0.00	0.00	0.00	164.97	0.00	0.00	349.84	260.94	38.23	819
40	165.29	3.97	5.06	0.00	6.53	5.12	0.00	0.00	83.25	0.00	6.11	275
41	187.46	14.84	1.15	7.96	0.54	0.00	0.00	27.67	87.85	0.00	50.27	378
42	218.07	1.54	0.00	2.38	6.87	0.00	0.00	3.85	28.80	0.00	90.62	352
43	33.48	15.47	0.00	12.21	1.72	0.00	0.00	0.00	420.84	0.00	79.62	563
44	0.00	0.00	0.00	0.56	0.00	0.00	0.00	103.64	557.68	33.50	162.46	858
45	13.03	0.00	23.79	94.55	2.90	28.68	0.00	0.00	465.00	56.42	90.49	775
46	494.22	0.00	0.00	0.00	8.34	5.73	0.00	247.33	2701.56	1004.41	88.94	4551
47	87.86	0.00	0.00	0.00	0.00	0.00	3240.47	0.00	569.00	98.15	75.67	4071
48	126.12	0.00	0.00	11.31	7.37	2.75	0.00	229.17	1207.60	3735.39	222.82	5543
49	199.35	0.00	47.22	5.74	228.75	0.00	0.00	32.40	854.78	629.42	88.87	2087
Total	12308	343	570	1503	1435	616	3240	2046	14415	8867	4960	50304

indicates the distribution of acres of land use by category for each of the 49 neighborhood planning districts.

The pie charts, Figures 6.23 through 6.251, illustrate the percent of land use in each Planning District. Each Planning District represents a neighborhood and follows the same boundaries as the Neighborhood Council Districts. You will notice that Planning District 1, 9, 13, 17, 21, 27, 31, 32, 33, 36, 37, 38, 43, 44, 45, 46, 48, and 49 have the highest percentage of undeveloped land. Planning Districts 32 through 49 are basically east of Mo. 291 and as utility services are extended those areas will become available for development.

Planning Districts 46, 47, and 48 represent the area of the City that is currently zoned agricultural. Planning Districts 34 and 36 have one additional land use category that is not found in the other 47 districts and that is underground industrial use. The mined area is used for wholesale warehousing predominately and the surface above the mined area is undeveloped at this time.

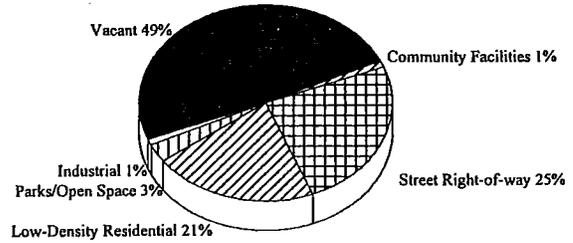
AGRICULTURAL

Agricultural land consist of open grass land use for pastures, ground tilled for row crops and orchards. Agricultural uses tend to follow the low flat Little Blue River flood plain as well as the slightly rolling upland ridges east of the river and north of Lake City Ammunition Plant. The area east of the Little Blue River has limited utility infrastructure, such as sanitary sewers, storm sewers, water, and natural gas.

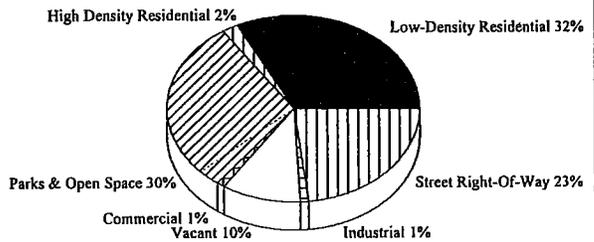
The eastern portion of Independence, that area generally east of the Little Blue River and north of Eureka Road, excluding the Lake City Ammunition Plant, is predominately used for agricultural purposes and has scattered low density single-family residential development. The existing land use map, Figure 6.21 illustrates the land use patterns and those areas of the City that are predominately agricultural.

The majority of agricultural land is located in the 29.7 square miles of land that was annexed in 1975. There are approximately 8,867 acres of land

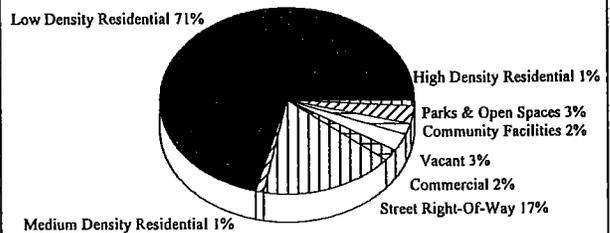
**FIGURE 6.23
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #1**



**FIGURE 6.24
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #2**



**FIGURE 6.25
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #3**



**FIGURE 6.26
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #4**

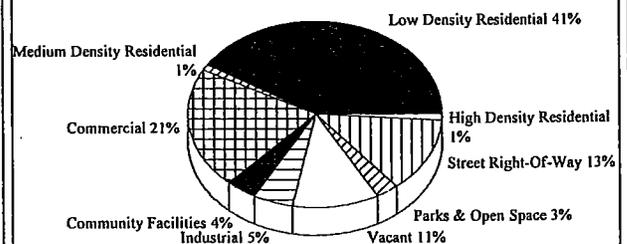


FIGURE 6.27
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #5

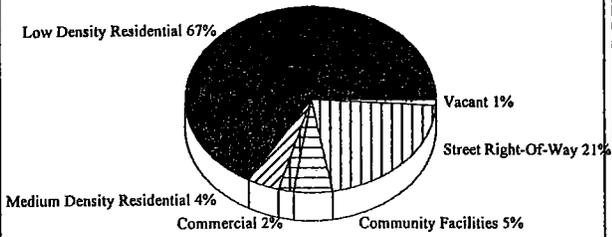


FIGURE 6.211
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #9

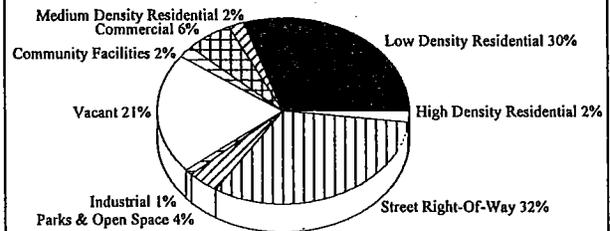


FIGURE 6.28
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #6

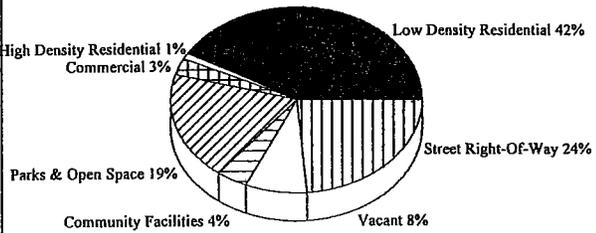


FIGURE 6.212
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #10

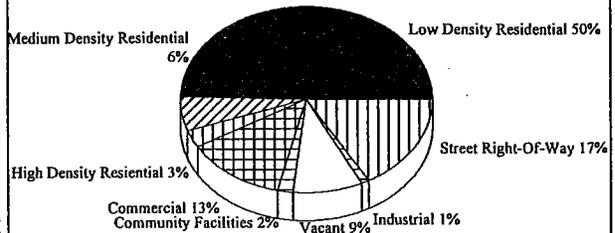


FIGURE 6.29
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #7

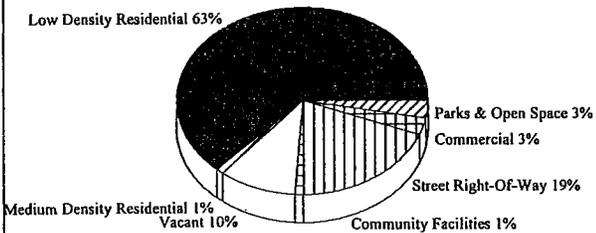


FIGURE 6.213
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #11

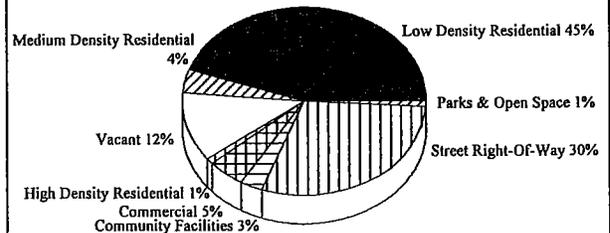


FIGURE 6.210
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #8

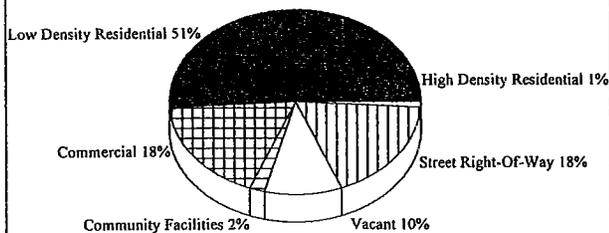
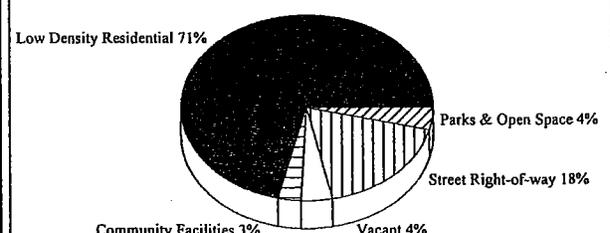
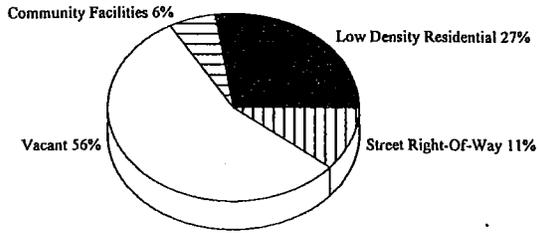


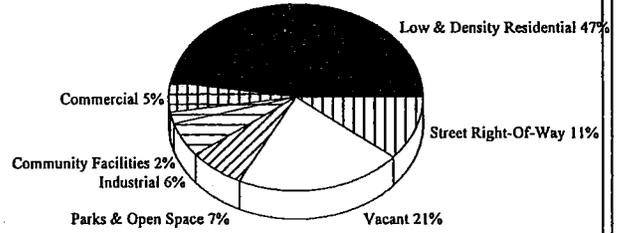
FIGURE 6.214
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #12



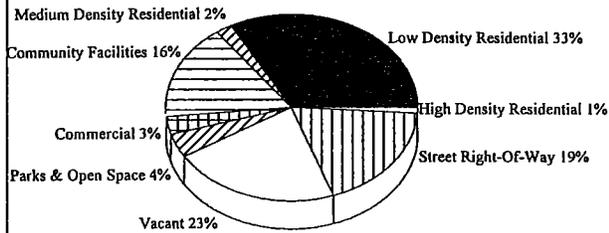
**FIGURE 6.215
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #13**



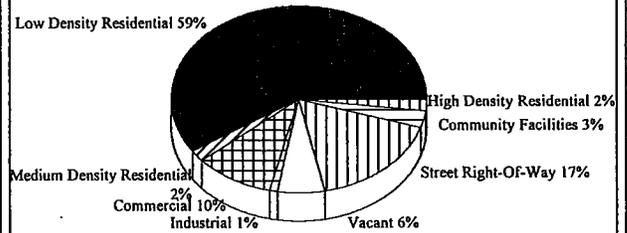
**FIGURE 6.219
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #17**



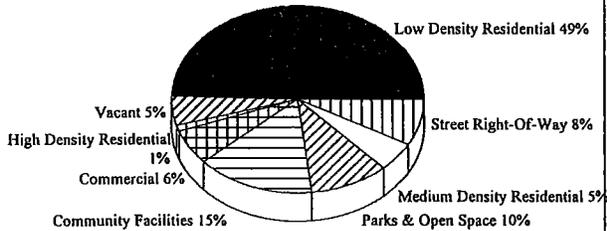
**FIGURE 6.216
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #14**



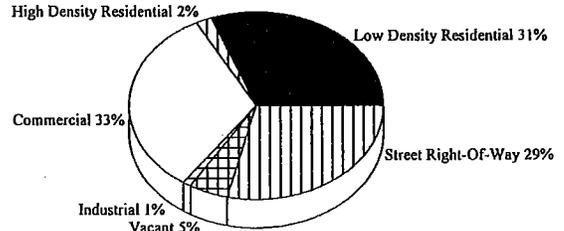
**FIGURE 6.220
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #18**



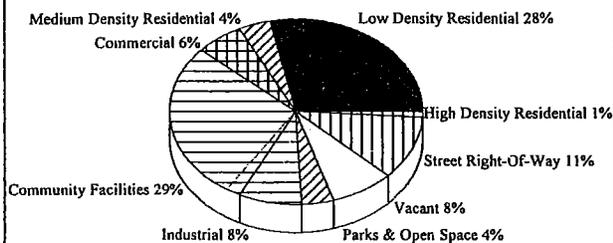
**FIGURE 6.217
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #15**



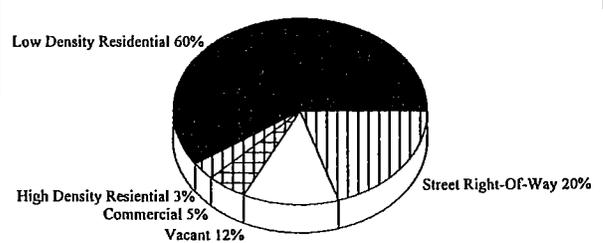
**FIGURE 6.221
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #19**



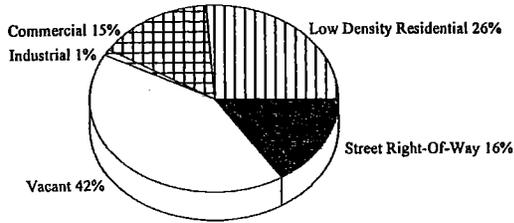
**FIGURE 6.218
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #16**



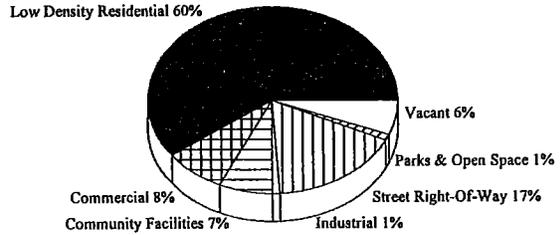
**FIGURE 6.222
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #20**



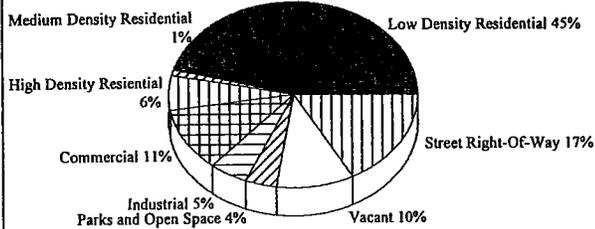
**FIGURE 6.223
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #21**



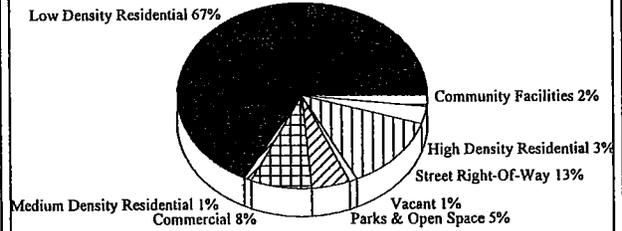
**FIGURE 6.227
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #25**



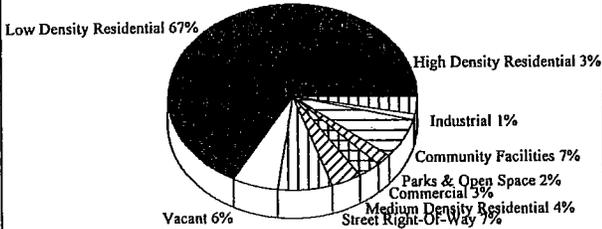
**FIGURE 6.224
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #22**



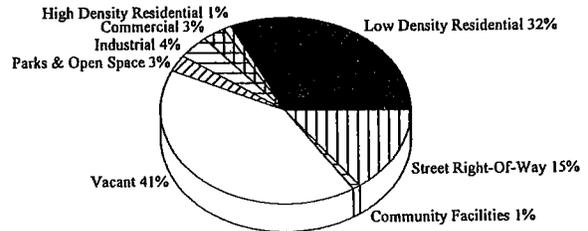
**FIGURE 6.228
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #26**



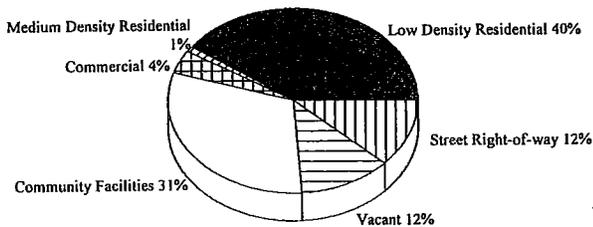
**FIGURE 6.225
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #23**



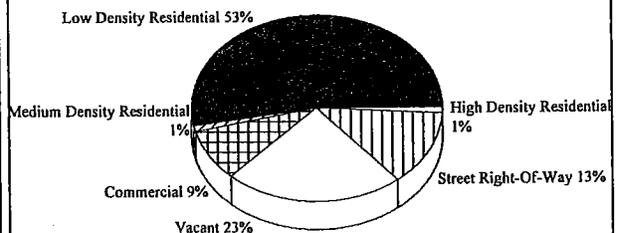
**FIGURE 6.229
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #27**



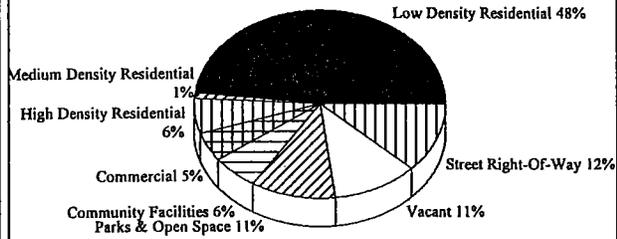
**FIGURE 6.226
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #24**



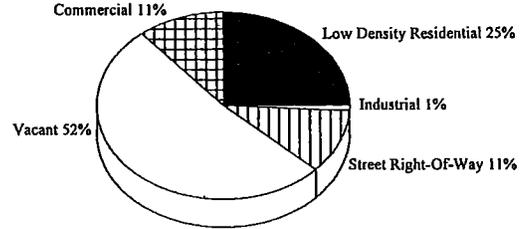
**FIGURE 6.230
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #28**



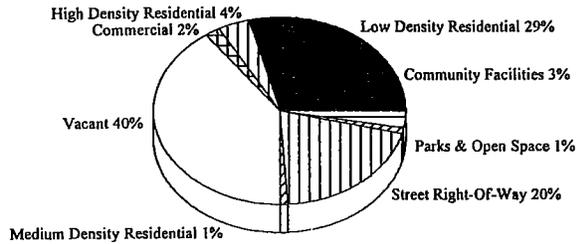
**FIGURE 6.231
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #29**



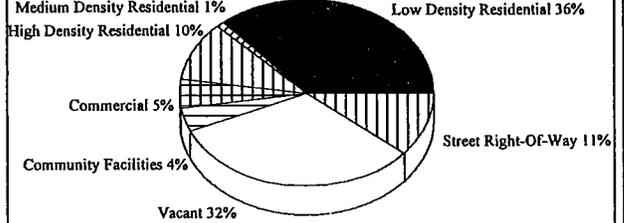
**FIGURE 6.235
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #33**



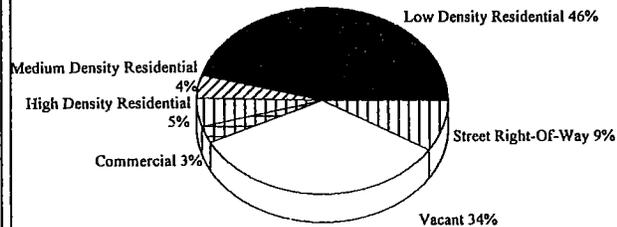
**FIGURE 6.232
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #30**



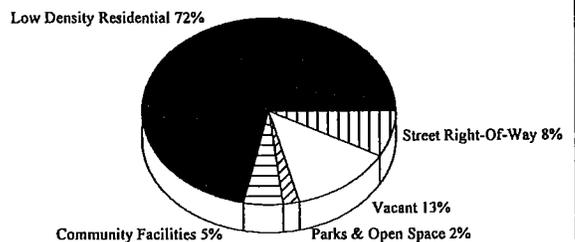
**FIGURE 6.236
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #34**



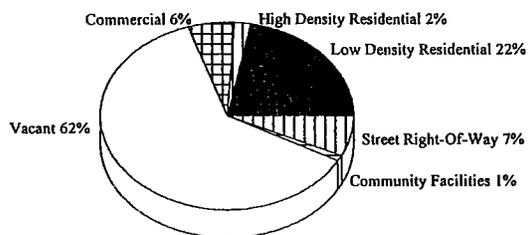
**FIGURE 6.233
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #31**



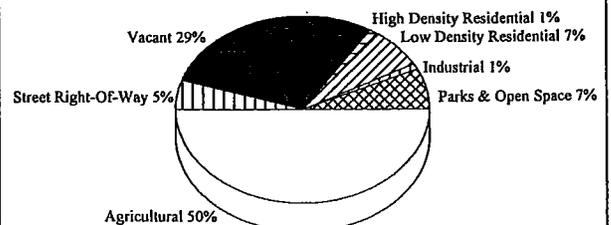
**FIGURE 6.237
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #35**

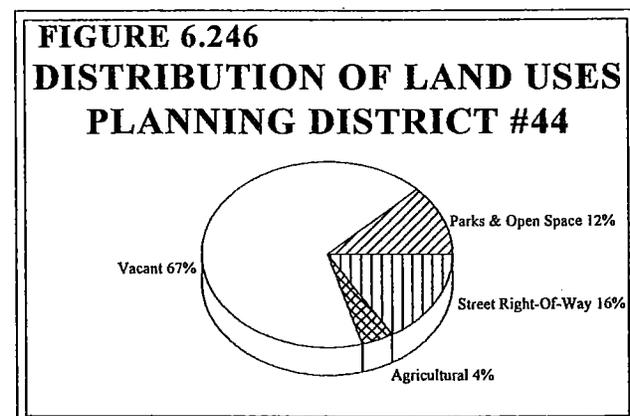
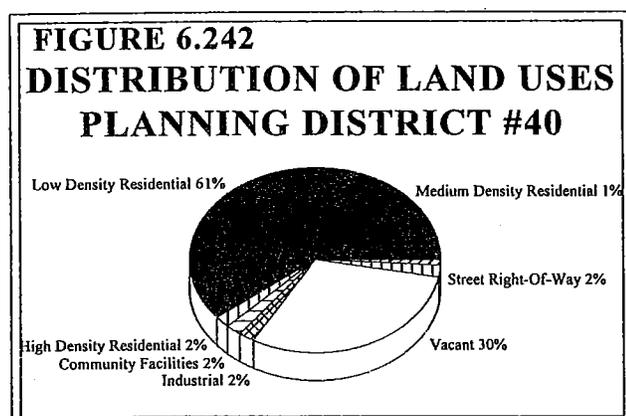
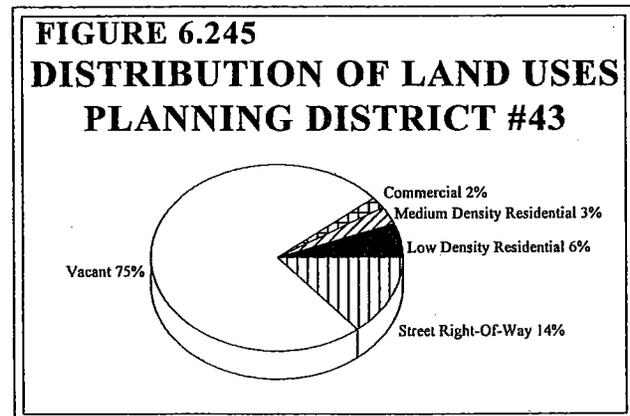
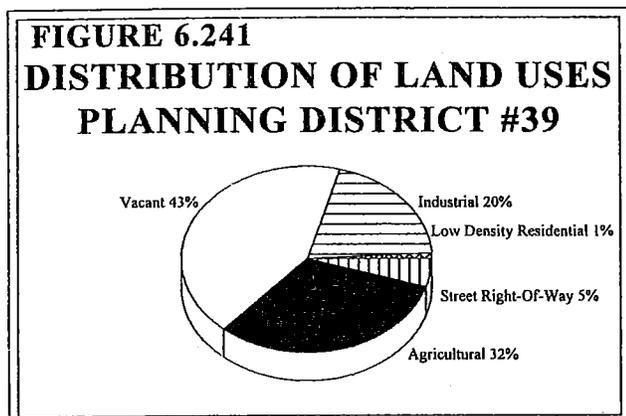
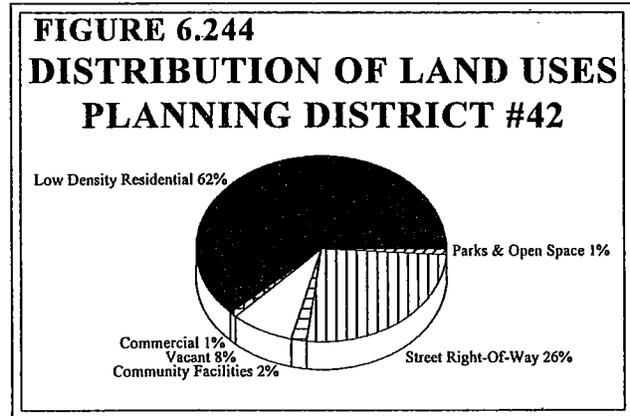
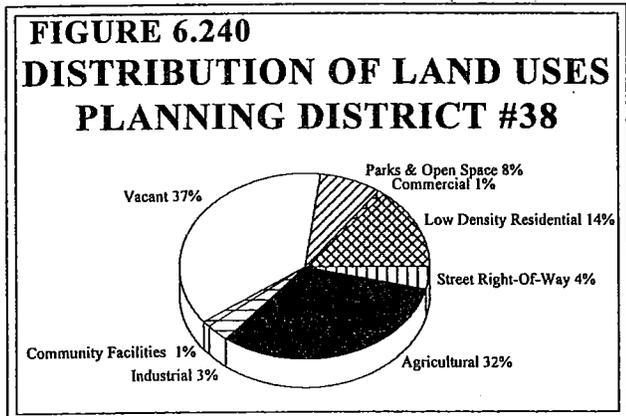
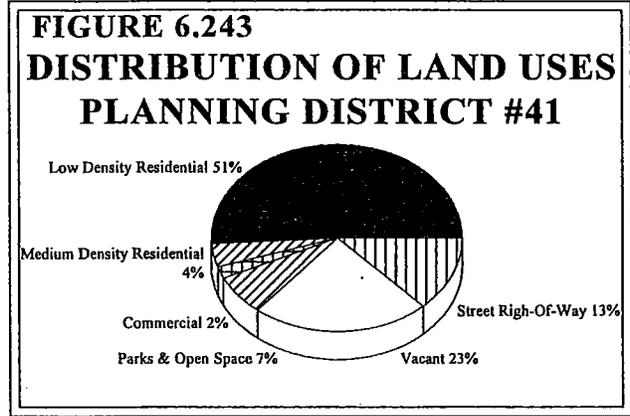
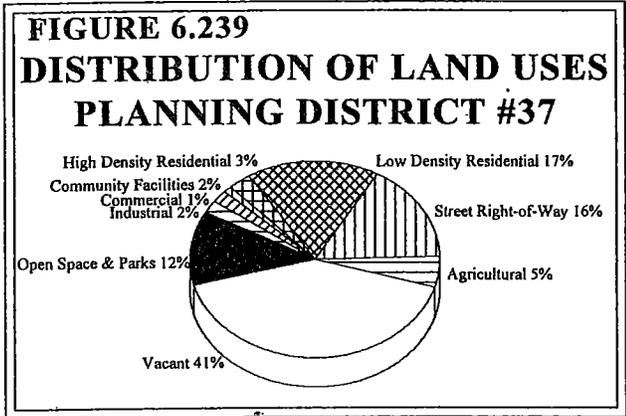


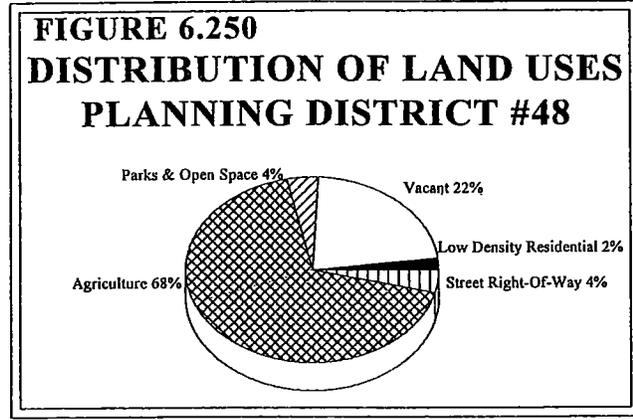
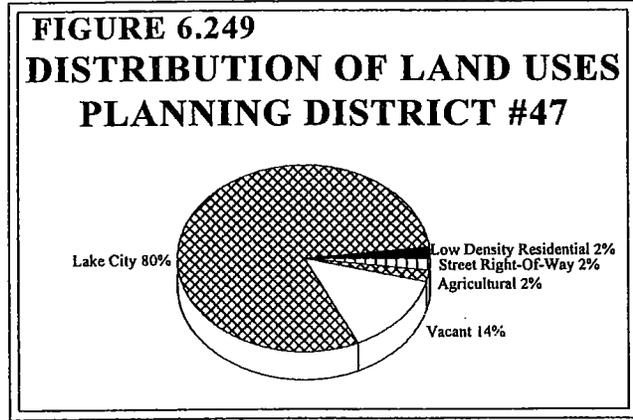
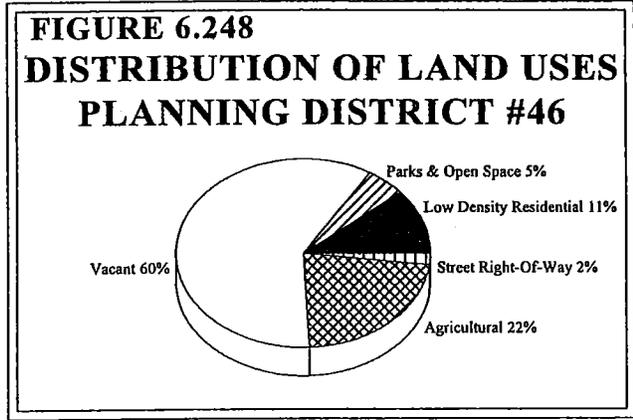
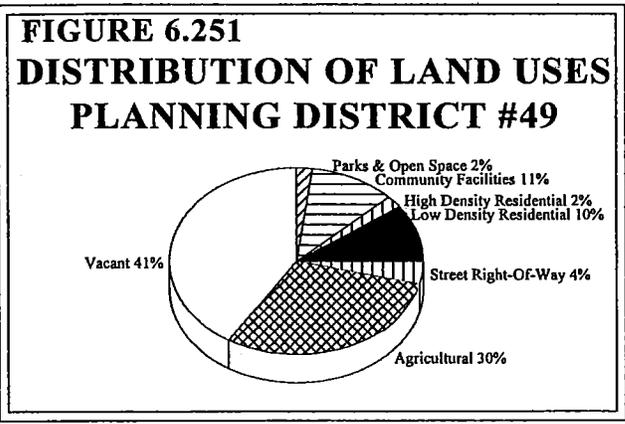
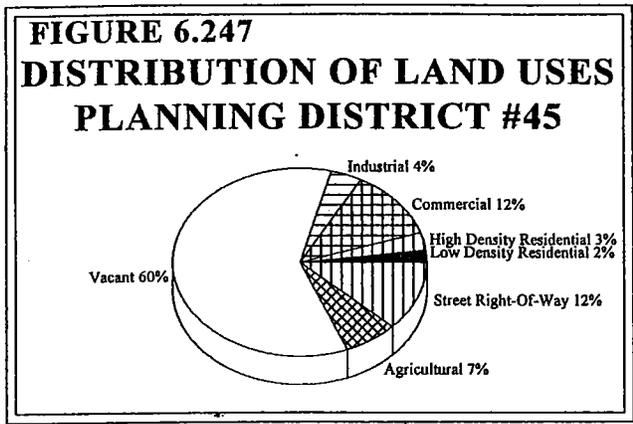
**FIGURE 6.234
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #32**



**FIGURE 6.238
DISTRIBUTION OF LAND USES
PLANNING DISTRICT #36**







used for agricultural purposes. This amounts to 18 percent of the total land area of the City. This portion of the city does not have the necessary utilities that are required to develop beyond a very low density rural use. Table 6.21, indicates the amount of agricultural land use by neighborhood planning districts at the present time. Figure 6.22 illustrates the percentage of agricultural land in Independence, as of April 1990.

A large portion of the Little Blue floodplain has been used for agricultural purposes due to the 100 year floodplain development controls. Since the Corps of Engineers has installed flood control measures in the valley and redefined the 100 year floodplain and other major utility improvements have been constructed, this area is now usable for future development when the Little Blue Expressway and other service roads are constructed.

RESIDENTIAL

As described previously there are three distinct communities contained in Independence. The first, which extends east of the Blue Ridge Boulevard to approximately Noland Road, is the older, urban more densely populated part of the City. The second area, which extends generally from Noland Road to Mo. 291 highway, is the post war suburban part of the City. The third area, which extends east roughly from Mo. 291 highway to the eastern corporate limits, is the picturesque rural portion of the City.

Northwestern Independence, the area north of 23rd Street and west of Lee's Summit Road, is generally referred to as the old town of Independence. This area of Independence; with many large homes

that have been converted to apartment units; homes on smaller lot sizes than the remaining portions of the city; and high rise apartments for the elderly, represents the urban area of the City with a higher density of population. Many of these older homes are occupied by the elderly who have spent their lives in this area. As the elderly citizens move out of this area, more of these residences become rental property for young families that cannot afford to purchase a new home.

Traditional suburban single-family development is predominate throughout the remainder of the city, with a few multi-family apartment complexes scattered along the major arterial streets. The eastern portion of the city, generally east of the Little Blue River is sparsely developed with low-density single-family farm homes on larger parcels of land.

Residential land use comprises 13,011 acres, or 26 percent of the total city. The majority of residential units are low-density single-family structures totaling 35,948 units using 12,198 acres of land. The 1966 land use survey, that was used for the 1968 Comprehensive Plan, indicated there were only 8,671 acres of residential land at that time, although this survey combined the single-family and two-family residential categories and does not give an accurate comparison of residential uses. The 1972 land use survey did calculate the residential uses separately. This shows a more accurate comparison of residential uses at that time, of which there were only 8,611.1 acres of low density residential use.

Comparing the 1972 land use survey with the 1990 survey shows the following breakdown of medium-density and high-density residential uses. There are currently 343 acres of moderate-density residential land use that have a total of 4,537 units. In 1972 there were 262.9 acres of moderate-density residential. High-density residential land use currently has 570 acres and a total of 6,325 units, while in 1972 there were only 303.4 acres. Table 6.22 compares the 1972 to the 1990 land use surveys for the amount of residential acres of land use and other land use categories. Table 6.21 shows the 1990 distribution of residential use by neighborhood planning districts.

TABLE 6.22

LAND USE SURVEY COMPARISON

Land Use	1972 Survey	1990 Survey
	acres	acres
Residential	9,178.4	13,111.0
Low-Density	8,611.1	12,198.0
Medium-Density	262.9	343.0
High-Density	304.4	570.0
Commercial	657.0	1,503.0
Industrial	592.1	608.0
Community Facilities	1,243.6	1,393.0
Parks & Open Space	621.4	5,316.0
Street Right-of-Way	3,584.0	4,925.0
Vacant	15,074.4	14,581.0
Agricultural		8,867.0
Total Developed Land	15,876.5	26,856.0
Total	30,950.9	50,304.0

COMMERCIAL

Many businesses including retail outlets, supermarkets, discount centers, restaurants and other entertainment provide Independence area residents with an active and easily accessible retail market. Residents also enjoy ready access to more than 350

TABLE 6.23

LARGEST RETAIL CENTERS

	Year	Space
	Built	Square Feet
Independence Center	1974	1,403,558
Blue Ridge Mall	1958	1,000,000
Noland Fashion Square	1987	330,500
Marketplace	1988	242,000
Noland South	1974	168,000
The Hub Shopping Center	N/A	155,000
Independence North Center	N/A	141,000
Colonnade Shopping Center	1987	130,000
Arrowhead Shopping Center	1987	82,434
Chrisman Plaza	1968	80,000
Susquehanna Center	1962	70,000

Source: Executive Planning Summary. I.C.E.D.

TABLE 6.24

RETAIL TRADE INDUSTRIES

	1987	
	Est.	Sales (1,000's)
Building and garden supply	29	\$30,406
General merchandise	13	\$138,311
Food	73	\$127,663
Automotive	63	\$215,107
Gasoline and service stations	58	\$56,433
Apparel and accessory	76	\$34,101
Furniture and appliances	72	\$44,593
Eating and drinking	163	\$77,887
Drug and proprietary	24	\$29,804
Miscellaneous retail	154	\$55,639
Total	725	\$809,944

Source: 1982, 1987 Census of Retail Trade Industries

shopping centers in the Kansas City metropolitan area, including the first shopping center developed in the United States, the Country Club Plaza.

Independence is currently served by two regional shopping centers and 31 neighborhood and community shopping centers. The Independence Center was built in 1974 and contains 1,403,558 square feet of floor area for retail use. This is the largest retail center located within Independence. It is in the southeastern portion of the city between 39th Street, Interstate 70 and Mo. 291 highway. The second major retail center that serves Independence is the Blue Ridge Mall, which is located adjacent to the southwestern area of the city along U. S. 40 highway and Sterling Avenue. It contains 1,000,000 square feet of retail floor area, with most of the shopping center located in Kansas City, Missouri. The 31 neighborhood and community shopping centers contain almost 3.5 million square feet of space that serve the residents of Independence, with a total of 1,503 acres of commercial land use. Table 6.23 shows the eleven largest retail centers serving Independence residents and surrounding communities.

For establishments with payroll, the Census Bureau reported retail sales in 1982 for Indepen-

TABLE 6.25

COMMERCIAL ZONING AND USE

Planning District	Total Zoned acres	Total Used acres	Difference acres
1	6.25	2.06	4.19
2	13.99	5.83	8.16
3	37.57	23.93	13.64
4	45.55	41.2	4.35
5	0	6.76	-6.76
6	16.83	16.15	0.68
7	39.13	14.12	25.01
8	15.36	51.09	-35.73
9	64.76	27.51	37.25
10	95.06	85.12	9.94
11	54.97	31.84	23.13
12	37.49	0.72	36.77
13	8.81	2.86	5.95
14	62.87	21.68	41.19
15	32.55	13.7	18.85
16	53.6	34.2	19.4
17	76.38	48.03	28.35
18	39.4	44.74	-5.34
19	150.18	158.59	-8.41
20	30.69	16.16	14.53
21	59.26	161.78	-102.52
22	12.61	33.12	-20.51
23	11.28	22.23	-10.95
24	14.84	42.9	-28.06
25	83.85	65.61	18.24
26	98.98	137.33	-38.35
27	60.75	21.88	38.87
28	39.15	27.95	11.2
29	240.94	48.24	192.7
30	137.75	10.36	127.39
31	50.83	30.62	20.21
32	115.34	32.89	82.45
33	83.19	16.85	66.34
34	0	31.6	-31.6
35	6.46	0.21	6.25
36	68.16	6.68	61.48
37	30.42	5.59	24.83
38	215.09	26.26	188.83
39	20.01	0	20.01
40	36.67	0	36.67
41	14.7	7.96	6.74
42	7.53	2.38	5.15
43	101.77	12.21	89.56
44	170.28	0.56	169.72
45	190.79	94.55	96.24
46	16.7	0	16.7
47	0	0	0
48	38.62	11.31	27.31
49	19.01	5.74	13.27
Total	2826.42	1503.1	1323.32

TABLE 6.26

ACRES OF COMMERCIAL ZONING BY PLANNING DISTRICT

Planning District	Zoning Category								Total Zoned	Total Used
	C-1	C-P-1	CR-1	CR-P-1	C-2	C-P-2	C-3	C-P-3		
1	4	0	0	0	2	0	0	0	6	2
2	4	0	0	0	9	0*	0	0	14	6
3	7	0	0	0	30	0*	0	0	38	24
4	1	0	0	0	42	3	0	0	46	41
5	0	0	0	0	0	0	0	0	0	7
6	0	0	0	0	17	0*	0	0	17	16
7	2	0	3	1	33	1	0	0	39	14
8	0	0	2	0	13	0	0	0	15	51
9	2	0	1	0	52	10	0	0	65	28
10	2	0	2	0	79	12	0*	0	95	85
11	3	0	0	0	45	6	0	0	55	32
12	3	0	0	0	33	1	0	0	37	1
13	5	0	0	0	4	0	0	0	9	3
14	11	0	0	0	48	4	0	0	63	22
15	0	0	0	0	33	0	0	0	33	14
16	7	0	2	1	32	10	0	1	54	34
17	2	7	0	2	51	14	0	0	76	48
18	11	0	0	0	20	9	0	0	39	45
21	2	4	1	10	18	102	0	13	150	159
20	18	0	0	0	6	7	0	0	31	16
21	4	0	0*	0	33	22	0	0	59	162
22	0	0	0	0	13	0	0	0	13	33
23	0	0	0	0	10	2	0	0	11	22
24	0	6	0	0	1	8	0	0	15	43
25	17	2	2	0	43	19	0	1	84	66
26	0	2	0	3	79	15	0	0	99	137
27	16	0	2	0	26	17	0	0	61	22
28	1	0	0	0	5	34	0	0	39	28
29	127	0	15	0	81	18	0	0	241	48
30	0	13	0	0	84	41	0	0	138	10
31	0	0	0	0	26	25	0	0	51	31
32	38	0	0	23	33	22	0	0	115	33
33	2	0	0	0	81	1	0	0	83	17
34	0	0	0	0	0	0	0	0	0	32
35	6	0	0	0	0	0	0	0	6	0*
36	44	0	1	0	22	1	0	0	68	7
37	8	0	0	5	3	15	0	0	30	6
38	12	0	19	0	99	85	0	0*	215	26
42	0	0	0	0	20	0	0	0	20	0
40	0	0	1	0*	28	8	0	0	37	0
41	0*	0	0	0	14	0	0	0	15	8
42	0	0	0	2	6	0	0	0	8	2
43	0	0	0	25	30	47	0	0	102	12
44	8	0	0	14	49	91	0	9	170	1
45	0	0	0	0	79	112	0	0	191	95
46	3	0	0	0	8	6	0	0	17	0
47	0	0	0	0	0	0	0	0	0	0
48	5	0	0	0	24	10	0	0	39	11
49	10	0	0	0	1	8	0	0	19	6
Total	381	33	51	85	1465	786	0*	25	2826	1503

* Neighborhood Planning District has less than 0.5 acres of Commercial Zoning.

dence at over \$598 million with 665 retail establishments. Table 6.24 is divided into general business categories. This table shows the 1987 Census Bureau reported retail sales in Independence at \$809. 9 million with 725 retail establishments.

The Sales and Marketing Management 1989 Survey of Buying Power estimates that the 1988 retail sales per household at \$21,230 for Independence, \$21,538 for Jackson County, \$19,082 for the Kansas City MSA, and \$17,745 for the nation.

Table 6.21, on page 6-4, indicates the distribution of land use for community facilities at the present time by neighborhood planning district. Strip commercial development has occurred along the major arterial streets, as shown on the existing land use map Figure 6.21. This has created some problems with compatible land uses adjacent to the strip commercial and for traffic flow along major thoroughfares. As new commercial centers are developed in other areas of the community the older strip areas are becoming vacate. The older commercial area will require an alternate or new zoning category to help revitalize those areas of the City.

Table 6.25, on page 6-13, compares the acres of existing commercial land use to the acres of existing land zoned for commercial use in each neighborhood planning district. The negative numbers shown in this table indicate the amount of land being used for commercial purposes, but is not zoned for commercial purposes. The difference between what is actually being used as commercial land, compared to what is zoned, is important for reviewing the need for additional commercial zoning, especially in planning districts that have large amounts of undeveloped commercial land. This excess land zoned for commercial use amounts to 1,323. 3 acres, almost half of the total land zoned for commercial use, which is 2,826. 4 acres, is either undeveloped or used for some other land use.

Table 6.26, on page 6-14 shows the breakdown of commercial zoning categories with the amount of acres zoned per commercial category by neighborhood planning districts. There are 817. 2 acres of land zoned for C-2 through C-P-T-2-SU,

which is the general commercial category. This category permits the majority of uses that are allowed in other commercial categories, except for residential and wholesale warehousing uses.

COMMUNITY FACILITIES

The term Community Facilities covers a board range of facilities and activities that deal with places of public assembly. This category includes all government activities such as city, county, state, and federal offices and public schools. Plus the private sector of the community that have places of assembly or are open to the general public, such as, churches, private schools, fraternal or social organizations and hospitals. Community Facilities represents 1,435 acres of land use or 2. 8 percent of the total city area. Educational facilities and religious organizations make up a large portion of this land area.

Table 6. 21, on page 6-4, indicates the distribution of land use for community facilities at the present time by neighborhood planning district. This category of land use contains 1,435 acres of land that is developed with these different types of facilities.

The Community Facilities section of the Comprehensive Plan, Chapter 8, goes into more detail explaining the existing and proposed elements of this land use category dealing with this area of the plan. Figures 6.23 through 6.251 show the percentage of Community Facilities in each of the 49 Neighborhood Planning Districts.

INDUSTRIAL

The industrial, or manufacturing category represents only 1 percent of the total land area of Independence. This amounts to 616 acres developed for industrial use. This does not include the Lake City Ammunition Plant, which contains 3,240 acres of the total land area, or 6 percent of the City. A large portion of Lake City Ammunition Plant land area is vacant or undeveloped or used as their test range of small arms ammunition which they are a prime contractor for the Department of Defense.

The relatively small amount of industrial use, as compared to other major land uses is partly due to the attitude of the community to remain more or less a residential suburb within the Kansas City Metropolitan area. The common term used by residents was a bedroom community, that is to live in Independence and work in Kansas City. Time has changed this attitude and an active interest in developing industrial areas in eastern Independence has been promoted by the City Council, Chamber of Commerce, Independence Council for Economic Development and other private organizations. The industrial development east of Missouri 291 highway on Truman Road indicate the commitment of these citizen groups.

This action is extremely important toward strengthening the industrial base of Independence. The need is not only to provide jobs for the community but to increase the tax base for the required city

services and facilities to help maintain a reasonable cost to the single-family home owner.

Table 6.27 provides the most current data available on the number of firms and employment by industry for the Independence Area. In the City of Independence, over two-thirds of all businesses are retail and service. Services and retail jobs each account for over one-fourth of all jobs.

MANUFACTURING

A highly productive labor force, ample and lower cost energy and water resources and an excellent transportation system have been significant factors in attracting manufacturers to the Independence area in recent years.

The types of manufacturing in the Indepen-

TABLE 6.27

NUMBER OF EMPLOYEES BY MAJOR INDUSTRIAL GROUP

	Independence		Metropolitan Area	
	Number	Percent	Number	Percent
Agriculture, forestry, and fisheries	281	0.5%	11,326	1.5%
Mining	97	0.2%	974	0.1%
Construction	3,500	6.2%	42,052	5.4%
Manufacturing, nondurable goods	4,238	7.5%	55,899	7.2%
Manufacturing, durable goods	5,641	10.0%	61,471	7.9%
Transportation	3,444	6.1%	48,282	6.2%
Communications and other public utilities	2,311	4.1%	28,578	3.7%
Wholesale trade	2,996	5.3%	43,397	5.6%
Retail trade	10,445	18.6%	127,819	16.4%
Finance, insurance, and real estate	4,634	8.2%	66,609	8.6%
Business and repair services	2,990	5.3%	38,510	5.0%
Personal service	1,819	3.2%	22,605	2.9%
Entertainment and recreation services	684	1.2%	9,782	1.3%
Health services	4,174	7.4%	68,806	8.8%
Educational services	3,183	5.7%	54,120	7.0%
Other professional and related service	3,494	6.2%	57,151	7.4%
Public administration	2,270	4.0%	40,142	5.2%
Total	56,201	100.0%	777,523	100.0%

Source: U.S. Census Bureau, Summary Tape File 3

TABLE 6.28**NUMBER OF EMPLOYEES BY MAJOR INDUSTRIAL GROUP**

	Independence		Metropolitan Area	
	Number	Percent	Number	Percent
Agriculture, forestry, and fisheries	32	1.1%	586	1.3%
Mining	4	0.1%	51	0.1%
Construction	191	6.7%	2,828	6.2%
Manufacturing	117	4.1%	2,506	5.5%
Transportation and public utilities	78	2.7%	1,823	4.0%
Wholesale trade	167	5.9%	4,387	4.4%
Retail trade	759	26.6%	10,167	22.3%
Finance, insurance, and real estate	288	10.1%	4,792	10.5%
Business and repair services	1,182	41.5%	17,936	39.3%
Public administration	32	1.1%	580	1.3%
Total	2,850	100%	45,656	100%

Source: M.A.R.C.'s Research Data Center

dence area are diversified, but major categories are plastic, machinery, food products, paper, printing/publishing, and munitions. Major manufacturers include Olin Corporation, Deutz-Allis and Thomas J. Lipton. Table 6.28 provides information on the number of firms by Major Industry Group for Independence and the Metropolitan area. Table 6.29, on page 6-18, lists the Major Employers located in Independence.

WHOLESALE TRADE

Two unique developments are the Geospace Executive Park, which contains 160 acres of subsur-

face space and the Commercial Distribution Center which has 158 Acres of subsurface space. They offer storage and manufacturing space of subsurface mine area with natural constant year round temperature at half the cost of other facilities. Table 6.210 indicates the number of employees and annual payroll for wholesale trade in Independence.

SERVICE INDUSTRY

The service industry continues to exhibit growth in Independence and the metropolitan area. Factors that tend to support the area's service industry growth include centrality, a modern trans-

TABLE 6.210**WHOLESALE TRADE INDUSTRIES**

	1982	1987
Number of Establishments	100	114
Paid Employees	726	704
Annual Payroll (millions)	\$13.41	\$16.49
Sales (millions)	\$197.74	\$223.24

Source: 1982, 1987 Census of Wholesale trade Industries

TABLE 6.211**SERVICE INDUSTRIES**

	1982	1987
Number of Establishments	555	732
Paid Employees	3,673	5,476
Annual Payroll (millions)	\$43.8	\$81.4
Sales (millions)	\$119.9	\$200.3

Source: 1982, 1987 Census of Wholesale trade Industries

TABLE 6.29

INDEPENDENCE AREA MAJOR EMPLOYERS

Employer	SIC Products/Services	Employer	SIC Products/Services
500 or more employees		less than 100 employees	
City of Independence	9199 City Government	Flynn Sign Company	3993 Sign manufacture
Detuz-Allis Inc.	3523 Harvester combines	Gaylord Foundry Equipment	3559 Foundry equipment
Independence Reg. Health Center	8062 Hospital	Geospace Distribution	4222 Warehousing
Independence School District	6732 Public school district	Larry Goad & Company	3443 Lined plating & chemical process tanks
Medical Center of Indep.	8062 Hospital	Gold Foundry & Machine Works	3325 Electric steel casings
Olin Corporation	3482 Small arms ammunition	Gospel Tract Society	2731 Publishing
250 - 500 employees		Gregg's Custom Vans	3711 Van conversion
Govt. Employee Hospital Association	6411 Insurance	Grindstaff Engines	3599 Rebuild engines
Thomas J. Lipton, Inc.	2035 Food processor	Hemco Corporation	3821 Custom fiberglass fabrication
100 - 250 employees		Herald Publishing Company	2759 Commercial printing
Commercial Distribution Center	4222 Warehousing	Home Comfort Products	2515 Mattress & box springs
Comprehensive Mental Health Service	8081 Health service	IBS Industries	8331 Sheltered workshop
Jackson Co. Circuit Courthouse	9211 County Government	IPE	3479 Porcelain enameling
KPL Gas Service Co.	4922 Natural gas service	IMS Manufacturing	3272 Concrete forms
U.S. Post Office, Indep.	4311 Postal service	Independence Health Care Center	8051 Health services
W.A. Ellis Construction	1542 Construction	Inter-City Welding	3599 Machine-welding shop
less than 100 employees		Jacomo Printing	2752 Commercial printing
A & A Bumper Plating	3471 Chrome plating	Katco Rubber	3053 Rubber parts
A & H Business Forms	2751 Business form printing	Kitchen Pantry	2434 Kitchen cabinets
A B C Sign & Lighting	3471 Sign fabricator	Edward Kraus Typesetting	2791 Typesetting
A Z Manufacturing & Sales	3441 Sheet metal fabrication	L & C Meats	2013 Meat Processor
Aero Transportation Products	3089 Fiberglass railroad car tops	Lambert Moon Printers Inc.	2759 Commercial printing
American Woodworking, Inc.	2434 Custom cabinets	Leaded Glass Studio	3231 Stained glass overlay
Anglo American Machine Co.	3599 Machine shop	M-P Products LTD	3953 Bar code labels
Art Iron Works	3441 Structural steel	Machinery Spare Parts & Supply	3599 Machine shop
Auto Fabric Company	2394 Upholstery shop	Mastercraft Metals	3446 Fire escapes
Baubour Concrete	3272 Precast concrete	George C. Matteson Company	2759 Playing cards, printing
Bennett Packaging	2653 Corrugated paper boxes	Metal Sales Manufacturing	3556 Fabricate metal building components
Bradon Engraving	3599 Machine shop	Willis Maywood Printing	2759 Commercial printing
Bultemeier Enterprises	3599 Machine shop	Mid Continent Custom Elecs	3679 Custom electronic components
Bybee Enterprises	7699 Hydraulic repairs	Minuteman Press	2752 Offset printing
CBT Corporation	3743 Off highway equipment	Missouri National Guard	9199 State government
Calibrake Inc.	3714 Rebuilt brake disc calipers	Modern Plastic Molding	3089 Injection molding
City Wide Asphalt Co.	1611 Contractor	National Aluminum	3365 Aluminum/brass foundry
Coney Tool/Cutter Grinding	3599 Metal cutting tools & tool grinding	Monte Parker Printing	2752 Commercial printing
Con Tech, Inc.	2759 Screen printing & blow molding	William Ragdale Company	3441 Steel fabrication
Copy Rite Printing	2759 Commercial printing	Ronsen Machine & Mfg.	3599 Machine shop
De Tray Plating Works	3471 Plating shop	Roseman Luggage Mfg.	3161 Storage cases
Dollins Tool Inc.	3079 Steel molds, fixtures & jigs for injection moldings	Schultz Tool Company	3544 Blow molds for plastic
Dynamic Resources	2752 Commercial printing	Shocco Company	3354 Aluminum awnings
Easley Plastic Company	3089 Injection molding	Sprint Company	7389 Telemarketing
Elf Machine Works	3423 Machine shop	Sunnydale Printing	2752 Commercial printing
Emmert Welding & Mfg.	3599 Sheet metal fabrication	Superior Aluminum Castings	3363 Aluminum castings
The Examiner	2711 Newspaper	Unit SVC Exchange Company	3714 Automotive clutches
Fast Food Merchandisers	5141 Food wholesaler	U.S. Post Office - Truman Station	4311 Postal service
Fitness Systems Inc.	3949 Exercise equipment	U.S. Sprint	7389 Telemarketing
		Walkerworks	2752 Commercial printing
		Watco Manufacturing Company	3432 Plumbing products
		Whiting Custom Ent.	3599 Machine shop
		Woodcraft Equipment Company	3949 Archery equipment

portation system, a low cost and advanced communications system, and excellent postal service. Table 6.211 indicates the number of employees and annual payroll for the service industry in Independence.

PARKS AND OPEN SPACE

This classification includes all land devoted to the active or passive recreational use and open space. This includes tree cover in areas of steeper slopes, drainage ways or other areas that are not suited for development. This land is left in its natural state to help reserve the ecology in the area, such as the Little Blue Trace, which the large percentage is located in the 100 year flood plain of the Little Blue River.

Four percent of the land area is devoted to parks and open space. This amounts to 2,046 acres of land that has been set aside to be used for recreation or to remain in its natural state. There are 775 acres of land that are provided by the City of Independence for active recreation, of which 65 acres are two small Jackson County parks. There are 368.5 acres of private recreation land that is available for use by residents of Independence through a membership program or with a fee charged by a commercial business. The remaining acres of land are set aside for use as open space and are to remain in the natural state to help preserve the ecology in Independence.

There are currently 40 parks and recreation facilities provided by the City that range in size from one acre to 165 acres. Some of the large parks include John Van Hook Park (105 acres), George Owens Nature Park (85 acres), Santa Fe Park (45 acres), Mill Creek Park (45 acres), Jim Bridger Junior High Park (37 acres), and Randall Park (165 acres), which is not developed at this time. These facilities serve as district parks and provide the basic needs of the community with active athletic fields, passive open space recreation and nature reserve areas.

The Parks and Recreation Plan, which is located in Chapter 10 of the Comprehensive Plan, explains in more detail the existing and proposed elements of this land use classification.

VACANT LAND

This category amounts to 29 percent of the total land area of Independence. The major portion of this undeveloped land lays east of Missouri 291 highway. The existing land use map, Figure 6.21 illustrates the land use patterns and the areas of the City that are predominately vacant or undeveloped. Figure 6.22 illustrates the percentage of land use by category and that vacant land amounts to 38 percent of the total land area of Independence, as of April 1990. Table 6.21 indicates the distribution of acres of vacant or undeveloped land for each of the 49 neighborhood planning districts.

It is estimated that there are 14,415 acres of undeveloped or vacant land within the corporate limits of Independence at this time. Not all of this land area is suitable for development, but the majority is and that area should be one of the prime targets for future development.

STREET RIGHT-OF-WAY

This classification includes all land currently developed for use as streets, alleys and railroad right-of-way. This category was computed as the difference between the total of all other land use categories and the total land area of the City. This does not include private streets or public street right-of-way that has been platted, but not developed at this time. There are 4,960 acres of land devoted for use as street and railroad right-of-way, or 10 percent of the total City land area.

This figure is low because of the large undeveloped and agriculturally used areas east of Missouri 291 highway, especially the area east of the Little Blue River, which is a very extensive rural portion of the City. In the western or older part of town, east of Blue Ridge Boulevard to approximately Noland Road, which is developed with an interconnecting grid pattern of streets, this percentage could be higher than 30 percent. The area between Noland Road and Missouri 291 Highway, is a post war suburban area with curvilinear streets and fewer connecting streets, this percentage would be approximately 20 percent.

SOLID WASTE

A current dilemma facing governments at all levels and businesses of every size is the management of solid waste. The number of landfills and other means of disposing of solid waste is not increasing at the same rate as the production of solid waste. At the current rate, municipal solid waste production in the year 2000 will be twice what it was in 1960¹. Unfortunately, it is estimated that the State of Missouri currently has less than ten years of remaining capacity in existing landfills². This, coupled with NIMBY's (not in my backyard) reluctance to place landfills in the community, make it necessary to replace the current emphasis on the "burn and bury"³ strategy with the Three R's, reduce, recycle, and reuse.

The U.S. Environmental Protection Agency has suggested a hierarchy of options for solid waste management. At the top of this hierarchy is reduce. The most effective means of managing solid waste is to take steps to reduce the amount of solid waste produced in the first place. Already six states have bans on certain products and packaging designed to reduce solid waste generation. The State of California has mandated that states develop plans to reduce the production of nonrecyclable and disposable products.

It is impossible to eliminate solid waste. Recycling and reusing, however, will further reduce the amount that must be sent to landfills. Several states have mandated that communities provide certain recycling opportunities such as curbside collection, facilities for recycling, and community education about recycling. Recycling has also been encouraged through the development of markets for recycled goods, tax incentives, grants, and mandatory procurement policies which encourage the use recycled goods. Furthermore, reuse has been encouraged through such devices as container deposit laws.

Currently the United States recycles about 10% of its solid waste. Unfortunately, even optimistic estimates say that only 80% of solid waste can be recycled⁴. So there will be a need for "burn and bury." Solid waste should not be overlooked as a source for the generation of energy. Certain types of waste can be used in conjunction which coal at refuse derived

fuel facilities. This further reduces the volume of solid waste but does not eliminate it.

The E.P.A. recommends the use of land fills as a last resort, but it is necessary. It is therefore necessary to develop criteria for the siting of landfills. Realistic consideration must be given to the capacity of existing facilities, the amount of solid waste generated, and the potential for recycling, reuse, and incineration alternatives⁵. Health and safety considerations should not be overlooked. Standards for location should not overlook relationship to drinking water, future monitoring of operations, and size and scale.

A comprehensive and pragmatic approach must be taken in addressing the future needs of solid waste management. The increasing amount of solid waste along with the declining availability of landfills make it necessary to take an aggressive role in the reduction of the amount of solid waste that must be disposed in some manner. It is not, however, possible to eliminate the need for some type of landfill facility. Development of specific standard for landfills should be developed as well as implemented.

1 Franklin Associates, *Characterization of Municipal Solid Waste in The United States: 1990 Update*, EPA/530-SW-90-042, June 1990, ES-14

2 Jim Glenn, "The State of Garbage in America," *BioCycle*, March 1990, 52.

3 Robert Gottlieb, "A Waste Management Crisis," *Solid Waste Management: Planning Issues and Opportunities*, American Planning Association, Planning Advisory Service, Report Number 424/425, pp.1-8.

4 Gary Davis and Peggy Douglas, "Solid Waste Legislation: Source Reduction, Recycling and Facilities Siting Processes", *ibid.*

5 *ibid.*

6.3 - THE COMPREHENSIVE LAND USE PLAN

GOALS AND OBJECTIVES OF THE LAND USE PLAN

For purposes of the land use plan update, goals are viewed as board general statements or ends

that we would like to plan for. They are by nature not very specific and hard to define. Another approach is to think in terms of problems and opportunities. Those things we like about our community, we can keep, enhance, or improve. The things we don't necessarily like are referred to as problems and suggest areas where we need to provide solutions.

Many Town Hall meetings have been held by the City Council and Planning Commission over the past twenty years to identify citizen concerns and solicit ideas for improving Independence. One of the largest efforts ever assembled to achieve the end product of setting the Goals of Independence was held in 1982. A total of 1,724 citizens attended 80 meetings. Thousands of ideas, suggestions, comments, and reactions were recorded. In March of the following year Town Hall meetings were held to share the ideas about the future of Independence. These suggestions ranged from very specific statements to board general all encompassing statements.

Public meetings with citizen groups, civic clubs, Neighborhood Councils, church groups, and others were held again in 1990 and 1991 concerning the future development of Independence. The following goals and objectives were developed from these ideas, as part of the review process of the existing land use with the City Council and Planning Commission:

MASTERPLANNING

°Goal- Update the City's Comprehensive Land Use and Thoroughfare Plan to improve the physical environment of the community to make it more functional, beautiful, healthful and efficient.

°Objectives- Invest in long-range planning for the City and develop new controls to increase the redevelopment of the older areas of the community.

Coordinate land development in

eastern Independence.

Increase the visibility of the planning process and continue to include citizen participation.

QUALITY OF LIFE

°Goal- Create a healthful environment, a city of beauty, a community identity.

°Objectives- Provide a safe, secure and healthful place in which to live with adequate utility systems to serve the needs of the community and surrounding areas.

Provide an environment that would help eliminate crime, fire, flooding and air pollution.

Increase the awareness of the beauty within our community, protect natural areas, particularly pleasing vistas should be preserved

Aesthetic values should be considered for the major entrances to the City and all types of development to help make our community an attractive place in which to live.

Promote the feeling of identity and responsibility for citizens of our community.

RESIDENTIAL DEVELOPMENT

°Goal- Create a safe, efficient and convenient living environment that meets the residential requirements of all citizens of the City.

°Objectives- Provide a variety of living environments.

Locate residential development in areas of the City that can support the density requirements of the particular living environment.

Protect and enhance existing and proposed low to moderate density residential areas.

Ensure that residential areas are planned properly in order to create pleasant living environments for the residents of the City.

COMMERCIAL DEVELOPMENT

°Goal- Strive to retain and revitalize existing commercial activity while at the same time providing stricter controls on new commercial development.

°Objectives- Encourage the development of future commercial activities in locations which provide convenient access for customers in an attractive, safe, and sanitary environment and which do not undermine the stability of established non-commercial areas.

Endeavor to revitalize older commercial areas which have fallen victim to such things as demographic shifts and market decline.

INDUSTRIAL DEVELOPMENT

°Goal- Strive to retain and bolster existing industrial activity while at the same time providing a variety of sites suited to diversified industrial use for future industrial development.

°Objectives- Encourage development of the Little Blue Valley indus-

trial corridor.

Provide incentives for the retention of existing industrial activities within the City.

Coordinate industrial development activities with other, related activities (i.e. - economic development, commercial development, residential development, capital improvements, etc.).

The purpose of "Town Hall" meetings, which have been successful in Independence, was to involve citizens and stimulate interest in deciding the future of their community. The planning of a community does not stop after a series of meetings and public hearings. This continuing process of involving citizens is essential in developing a plan for the City. After a period of time and with the changing conditions of values and standards of the City; the community needs, wants, and desires may be altered; and their goals and objectives for the future of the City may have changed.

LAND USE ISSUES

Urban communities, such as Independence, are extremely complex places. It is impossible to separate some issues or subjects into nice neat categories such as social, economic, physical, and environmental. It is also impossible to separate some land use issues from their social, economic, aesthetic aspects. The discussion of land use in this chapter is based on an awareness that many of the subjects presented transcend purely land use considerations and relate more to their comprehensive context.

The question of land use as an issue for Independence can be viewed as one with numerous sub-parts. The land use issue is divided because the city has grown significantly through annexation, and as previously discussed in Chapter 2, there are in fact three different "cities" within Independence. Much of the areas annexed in the late 1970's were and are undeveloped and rural in nature. There are significant differences between the physical character of the

older original city; the more recent suburban areas; and much of the recently annexed more rural areas. For example, settlement patterns, age of structures, topography, housing types and densities are markedly different throughout the present city limits.

One perceived aspect of the land use centers on questions such as: should Independence attempt to try to remain a residential community, as was stated in the previous plan? According to the data, Independence is no longer just a residential community, but rather one with extensive commercial development and somewhat lessor industrial developments. Indications are that the “residential community” goal is no longer one that the “community” tends to work toward for several reasons. One must remember that on any significant planning issue, such as land use, there is not one community attitude, but rather there will likely be a difference of opinion between segments of the community.

The following list of major issues concerning the land use plan were developed as part of the review and analysis of the existing land use:

- Designate the Missouri River bottoms in the extreme northwest corner of the City as open space, with a possibility for future recreational use.
- Re-classify portions of U.S. 24 highway, west of Sterling (including Fairmount business district) to multi-use corridors which would allow both residential and commercial use and would emphasize commercial development of the neighborhood use variety.
- Re-classify the Truman Road commercial corridor from Winner Road to Independence Regional Hospital to a multi-use corridor which would allow both residential and commercial use.
- Re-classify the Englewood commercial district to a multi-use district which would allow both residential and commercial use and would emphasize commercial development of the neighborhood use variety.
- Residential use in that part of the City bounded

by Brookside on the west, Noland Road on the east, U.S. 24 highway on the north, and 23rd Street on the south should be upgraded from low-density to moderate density.

- Re-classify the “Independence Square” area of the City from a commercial district to a multi-use district that would allow both residential and commercial use.
- Re-classify the industrial area south of the R.L.D.S. Auditorium and L.D.S. Visitor Center from an industrial district to an open space area which would provide opportunities for passive/ or active recreational activities.
- Re-classify the industrial area along the west side of Noland Road between 35th Street and 31st Street from an industrial district to a moderate density residential district.
- Re-classify a significant portion of the U.S. 24 highway corridor between Noland Road and Mo. 291 highway to residential use.
- Classify the vacant land above the underground commercial/industrial facilities located in the vicinity of Truman Road and Mo. 291 highway to open space for recreational; use (including a public golf course).
- Classify the vacant land which is presently part of Drumm Farm to single-family residential use.
- Classify the area bounded by Lee’s Summit Road on the west, Mo. 291 highway on the east, Interstate 70 on the north, and U.S. 40 highway on the south to a multi-use district emphasizing high density residential, office, and lower intensity retail usage.
- Classify the area located at the southwest corner of Mo. 291 highway and 39th Street as a multi-use district emphasizing high density residential, office, and lower intensity retail usage.
- Classify the area located at the northeast corner of Mo. 291 highway 39th Street as a multi-use district emphasizing high density residential, office,

and lower intensity retail usage.

- Design the area along the east side of Mo. 291 highway between Hidden Valley Road and the south side of Van Hook Park as an office corridor made up primarily of office and associated retail usage.
- Classify the land located in the Little Blue River Valley as an industrial district with heavy industry located in the vicinity of Interstate 70 and Selsa Road Interchange and in the vicinity of the Power and Light Plant, and light industry located in the remainder of the area.
- Classify the area which is currently the site of the Woods Chapel landfill as open space area which, after it's reclamation, could be used for passive and/or active recreational activities.
- Classify the bulk of the land east of the Little Blue River and west of Mo. 7 highway as an agricultural area, thus, greatly limiting the amount of development which may occur there during the next twenty years.
- Encourage development in areas of north-central and northeastern Independence.
- Classify the area along Mo. 291 highway between 23rd Street and U.S. 24 highway as residential.

In order to follow through with these issues and implement the proposed changes it will take a great deal of time and effort on the part of the City Planning Commission and City Council. Changes to the zoning ordinance and subdivision regulations will need to be reviewed and implemented to form a new guide for the future land use patterns of Independence.

6.4 - PROPOSED LAND USE

The proposed land use plan is based on the general goal of developing an orderly, attractive community which offers a wide range of residential

opportunities; ample investment and employment opportunities; adequate community facilities and services; good transportation and circulation; and, a community which still maintains a proper balance with its cultural and historic background.

The proposed land use plan map, Figure 6.41, was developed using the existing land use patterns of development that have been established in the City, the topography and desirable future development. It reflects the data and conditions explained in the existing land use section and should serve as a guide for growth of the community. The allocation of space for future land use and reuse of land must be reviewed in relation to a meaningful open space system and an efficient transportation network. A logical organization of land use activities, open spaces and transportation movements are essential for developing a workable plan for the future of the community.

AGRICULTURAL

The bulk of the land east of the Little Blue River is currently used for agricultural purposes. This area does not have the infrastructure of sanitary sewers, water lines and natural gas that is required to allow for development to take place. Single-family development should be discouraged in this area because of the limited infrastructure that is currently available and the high cost of extending these services.

Agricultural zoning is proposed for this area with a change in the classification to limit the size of residential land parcels to ten acres in size. This lot size is comparable to the requirement of Jackson County's agricultural zoning. This should greatly limit the amount of single-family development in this area which may occur there during the next twenty years.

RESIDENTIAL

Residential development has been the single largest land use classification of Independence in the past and it will continue to be the predominate use of

land Residential land development means people of all types and incomes living together and sharing the same concerns of the community.

The older more densely populated portion of the city, generally west of Noland Road, north of 23rd Street and south U. S. 24 highway should retain its residential character, but moderate-density residential should be encouraged for this area. Rehabilitation of areas should be encouraged where housing has been neglected or left unattended as the population gets older and relocates to newer or more suitable housing in other areas of the City.

Part of the rehabilitation problem is currently being addressed through the Community Development Block Grant Program using the Housing Rehabilitation and Rental Rehabilitation programs. This only addresses the lower income families that own or rent homes. Rental property that is available for other income groups lacks the controls necessary to require property owners to maintain their housing or programs that would offer some incentive for landlords to maintain their property.

SINGLE-FAMILY DEVELOPMENT

Single-family housing should be encouraged to locate in the vacant undeveloped areas or large single-family acreage that needs to be split into smaller usable lots. Moderate-density residential should be encouraged as infill for those areas that were pasted over by the larger single-family subdivisions in the 1960's through 1980's. This area has the infrastructure that is required to meet these needs. The cost for the City to serve this type of improvement in a portion of the community that is already developed is negligible.

Table 6.41 indicates the projected population for the undeveloped area west of the Little Blue River that is proposed for single-family development. This area when fully developed would increase the population by 61,424 persons. At the current rate of growth, as indicated in the past twenty years of only 1,378 persons, this area will be more than sufficient to handle the projected growth in the next twenty year period.

TABLE 6.41

PROJECTED POPULATION BASED ON THE DEVELOPMENT OF AGRICULTURAL LAND

	Total	East of the River	West of the River
Existing			
Low Density Acreage	11,772	713	11,059
Med. Density Acreage	343	0	343
High Density Acreage	570	0	570
Vacant Acreage	21,849	8,876	12,973
Total Acreage	50,315	15,842	34,473
Housing Units	48,267	765	47,502
Population	112,301	1,758	110,543
Projected			
Low Density Acreage	20,193	3,920	16,273
Med. Density Acreage	523	0	523
High Density Acreage	1,047	0	1,047
Housing Units	83,610	41,472	115,194
Population	204,846	30,257	174,589

The same table shows a projected population figure for the rural area east of the Little Blue River. If the infrastructure necessary for development of this area was in place. This area could be developed with an additional 30,257 persons. It is important to note that the main reason for controlling growth in this area is due to the lack of basic utility services that are required for the development of this area, and the cost of serving the area.

MODERATE-DENSITY AND HIGH-DENSITY RESIDENTIAL DEVELOPMENT

Three small areas south of 23rd Street and west of Noland Road are proposed for different residential land uses than what they are currently zoned. Two of these areas are located along Osage Street south of 23rd Street, between the two rail lines. The area on the west side of Osage is proposed for moderate-density residential and the area on the east side of Osage is proposed for high-density residential. This area was developed with large deep lots, but they are not of sufficient size to meet the requirements of larger subdivisions in order to de-

velop an adequate street system.

Higher density residential uses could use these larger lots to concentrate their units on one side of the lot and provide parking on the other portion. Another benefit would be the visual block that would be created between the single-family area and the rail line and the commercial use on Noland Road. Moderate-density residential proposed on the west side is a good transitional use between the single-family areas and the higher density developments, which have a lower concentration of units per lot area and are usually developed with the same aesthetics as single-family residential.

The third area is located in the industrial area north of Lipton Tea, west of Noland Road and south of the rail lines. This area is not suited for industrial development because of the poor road access and limited rail access. When the Little Blue Valley is opened to industrial use, businesses in this area should be encouraged to be relocated in a more suitable area. Moderate-density residential could be developed in this area adjacent to the existing single-family and city park. This would provide a buffer between the single-family area, Lipton Tea and the rail line. Street access would be developed to the west into the existing residential area and through the park for this type of use.

DEVELOPMENT FOR CENTRAL SUBURBAN AREAS

In the central or suburban portion of the city, between Noland Road and Missouri 291 highway, has basically a good housing stock for single-family residential use and should remain. There are two areas that are recommended to be changed from the current use to residential. The first area is the Drumm Farm property that has been used as a boys home and agricultural use. At this time the future use of a boys home in this location is not certain. This area should be developed as single-family residential, which is a logical extension of the current single-family in that area. This area is currently zoned single-family and could be developed at minimal costs for residential homes for middle and upper income residents.

The second area of change is along U. S. 24 highway, which has been strip zoned for commercial uses, but has not been successful in this transition. Well maintained duplexes or garden apartments of moderate-density would enhance the vista along this section of the highway. The strip zoning of commercial uses should be changed to moderate-density residential.

DEVELOPMENT FOR RURAL AREAS

The rural area east of Missouri 291 highway over to the proposed Little Blue Expressway and Powell Road is generally proposed for single-family residential development. The necessary infrastructure is available for the majority of this area and development should be encouraged in this area. One small portion of this area east of Missouri 291 highway, south of R. D. Mize Road and north of the railroad is recommended for moderate-density residential uses. The rough terrain in this area would make it more suitable for a little higher density development. This type of development would be able to take advantage of individual sites and concentrate housing units in areas that could not be used for single-family residential uses.

The area east of the Little Blue River, south of Eureka Road, along R. D. Mize Road and north of 39th Street (Pink Hill Road) adjacent to Blue Springs is the only area east of the Little Blue River that is recommended for single-family development at this time. Infrastructure is limited in this area and very low-density residential lots should be encouraged. Fire Station Number 9 currently serves this portion of the City and the street system is limited to two lane traffic that can not handle a large increase in the volume of traffic that a normal single-family area would produce.

COMMERCIAL

The Plan is proposing development of what is technically known as a multiple-nucleated system. Put more simply, several business districts are created, but the types of commercial activity allowed in

each are those that will create business for one another. Such is the case with the commercial strips along the major streets in Independence. Those commercial areas that are currently vital should continue to be developed to service vehicular-oriented traffic. Those areas that are on a decline with vacant buildings and non-commercial uses need to be reclassified to a new zoning category that will allow a more diversified market for reuse of these structures.

As indicated in Table 6.25, located in Section 6.2 of this chapter, there are a total of 2,826.4 acres of commercially zoned land, with 1,503.1 acres currently in use and 1,323.3 acres of land that are zoned for commercial use, but are either undeveloped or are currently being used for a different land use.

When the number of acres required for each of the four existing categories of commercial use, which are identified later in this section, are totaled, only 852 acres of commercial land is needed to serve the residents of Independence. Comparing the total acres needed to the 2,826.4 acres of commercial land that are currently zoned and the 1,503.1 acres that are currently used, the reason for a high vacancy rate becomes apparent.

This accounts for only part of the increasing problem of the large number of commercial buildings setting idle and unused in Independence at this time. Especially in the older sections of the City and along the older major streets and highways leading into the City. An alternate use for vacant commercial buildings has to be developed in order to revitalize these areas and improve the visual appearance of the older entrances to the City.

The eastern portion of Independence that is undeveloped at this time and west of the Little Blue River is proposed for residential development. This additional residential land when developed would increase the current population to a total of 174,589 persons. This amounts to 61,424 people more than the current population. This additional population is still short of the required number of persons needed to serve the total acres of available commercial land that are currently zoned.

Only a limited number of neighborhood commercial centers located on intersections of major arterial street are needed and no commercial strip areas should be allowed in this area as it develops. The Comprehensive Land Use Map indicates the location of proposed commercial sites in this area. The following list gives the general location for future office and retail commercial sites:

PROPOSED COMMERCIAL SITES

- Blue Mills Road and U. S. 24 Highway.
- Salisbury Road and Powell Road.
- Powell Road and Missouri 78 Highway.
- R. D. Mize and Little Blue Expressway.
- Little Blue Expressway from Interstate 70 north to 39th Street.
- Wood Chapel Road (R. D. Mize Road) and Interstate 70.
- Missouri 291 from Hidden Valley Road south to the Railroad Right-of-way on the east side of the highway.

NEIGHBORHOOD RETAIL CENTERS

Based on planning design criteria the average of 4 to 8 acres of commercial land per 4,000 persons is required for a Neighborhood Retail Center. This would include convenience stores, personal services, super markets and drugstores. The number of stores and shops would range from 5 to 20. The floor area of this center will range from 30,000 to 75,000 square feet and the parking ratio would be 2.5 to 1 with a total of 200 to 600 spaces. Using the current 1992 projected

population of Independence of 113,165 persons a total of 224 acres of commercial land is required. There are approximately 10 centers of this type located throughout the City. The proposed commercial sites previously listed would be the location for this type of center.

COMMUNITY RETAIL CENTERS

Using the criteria for a Community Retail Center of 10 to 30 acres of commercial land per 35,000 persons, a total of 96 acres is required for this type of center. The uses would include the same as a Neighborhood Center, plus the sale of wearing apparel, appliance stores, variety stores, small department stores, etc, which would be located on major arterial streets. The number of stores and shops would range from 15 to 40. The floor area of this type of center would range from 10,000 to 250,000 square feet and the parking ratio would be 2.5 to 1 with 1,000 to 3,000 spaces. There are approximately 6 Community Retail Centers located on major arterial streets in the central portion of the City.

The proposed commercial sites previously listed would be suitable locations for either the Neighborhood or Community Retail center. The amount of land area required will depend on the population that is projected to be served by the commercial area.

REGIONAL RETAIL CENTERS

A Regional Retail Center with the same functions of a Community Retail Center plus the sale of general merchandise, apparel, furniture, etc. with one or more large, major department store requires 40 to 80 acres of land per 150,000 persons. The number of stores and shops would range from 40 to 80. The floor area of a regional center would range from 400,000 to 1,000,000 square feet and the parking ratio would be 2.5 to 1 with 4,000 spaces and over. With the current population estimate for 1992 of 113,165 for Independence, only one regional center is needed and that is the Independence Shopping Center. Also, the Blue Ridge Mall is in this category and serves a great deal of Independence residents for their shop-

ping needs, although the majority of the center is located in Kansas City, Missouri. This gives residents of Independence and surrounding communities two regional shopping centers with five major retail stores and numerous shops in which to purchase personal and household goods.

With the two existing regional retail centers that serve Independence and projected population of only 61,424 additional persons in the next twenty year period there are no regional shopping centers proposed at this time.

VEHICULAR ORIENTED RETAIL

The last category of commercial land use is the vehicular oriented retail uses, which include automobile sales, restaurants, fast-food services, repair services, and convenience stores. The floor area for this category varies according to the specific use, along with the number of shops and stores, and parking requirements. This category usually requires 2 to 4 acres of land per 1,000 persons, for a total of 452 acres.

With an excess of 1,323.3 acres of retail commercial that is either undeveloped or used for a different use at this time. The proposed area for vehicular oriented retail is limited to the existing zoned areas and the proposed sites that were listed previously in this section.

INDEPENDENCE SQUARE

The Square area is in the oldest part of Independence. From the bustling frontier town through World War II to the late 1960's the Square was at its liveliest on Saturday afternoons, when the farm families gathered to trade and visit. The mushrooming growth of Independence after World War II was not reflected in a corresponding strengthening of commerce on the Square. Suburban development was accompanied by a basic change in the character of retailing, and the new shopping centers were better able to respond to the burgeoning parking needs, the desire for nighttime hours, and the demands for new

shell space adaptable to nationally standardized shop layouts. The Square need not decline in the face of this new competition, but it did not share in the growth. There was not, in fact a directly competitive situation. Shopping centers cater only to high-volume retail uses selling standardized products to the mass market. The Square merchants provide specialized goods and services out of space that is economically feasible for low volume service.

Although the Square did not adapt readily to new merchandising trends, it has not been static. In particular the character and problems of the Square have been drastically transformed by two events, the Urban Renewal Plan and the relocation of County government.

Because the Square was not capturing a share of the market growth, City officials assumed that there had to be a major physical change to make the Square competitive with shopping centers. Urban Renewal was a response to that need. In simplified terms, the Urban Renewal Plan proposed that the Square be converted to a shopping center. The intensity of land use (a technical way of saying the number of square feet of building per square feet of ground) was to be drastically raised by clearing out such low-intensity uses as laundries and service stations. This high-intensity use was to be belted by a loop roadway to divert extraneous traffic around the area, which would not be capable of handling this traffic because of the projected intensity of commercial usage.

Again in a somewhat simplified fashion, we can see that the concept simply did not work as expected. The Urban Renewal Plan did not account for the problems of assembling parcels of land large enough to attract the major uses who would be the backbone of the scheme. It failed to provide parking, which already was severe even with the existing low-intensity of use. It failed to recognize the problems of converting old buildings into commercial spaces suitable for a new mass-marketing system. These factors were compounded by an assumption that was unacceptable to local citizens; commercial development elsewhere in the City would be prohibited so that there would be no competition for the redevelopment of the Square.

The concept of clearance for higher intensity usage faded without notice, except for the remains of the plan that were implemented. The Loop roadway around the Square and the pedestrian-only mall with a concrete canopy were constructed. These changes were removed in the early 1980's and the Loop roadway was converted back to a two-way road system. The serpentine road, pedestrian mall and canopy were removed to allow parking on street in front of the businesses.

The new Multi-Use District is proposed for the Independence Square area. It is a logical step in the direction that merchants and property owners have been taking in the past twenty years. This new classification would allow a more diversified market for the existing buildings and allow property owners to rehabilitate buildings for other uses, such as residential apartments. This new classification will require a change to the zoning ordinance and a change of the zoning of property located in and around the square area.

MULTI-USE DISTRICT

This is a new classification for the zoning ordinance, but is similar to the current CR-1 limited commercial and residential district. The new classification would allow residential units and apartments combined with; limited retail uses; service orientated professional and office businesses; eating and drinking businesses; governmental services; and cultural, entertainment and recreational uses. The automotive and repair services would not be allowed in this new district, but would be located in the higher traffic volume commercial areas.

This new Multi-Use District would offer a larger range of uses to be available to property owners in these area. This will help stimulate the redevelopment and create a market in the older areas of our community. This classification allows uses that are complimentary to each other and would not generate a high traffic problem, which is important to those areas that have limited parking.

The Independence Square was mentioned

early as a logical area for this new district, which will allow a diversity of uses. There are three other existing commercial areas in the older northwestern portion of the City that are proposed to be changed to the Multi-Use District. The three areas are Fairmount Business District, Maywood Business District, and Englewood Business District. Each one of these business districts have a number of vacant commercial buildings and floor area that is not utilized, that could be used for one or more of the proposed uses allowed in the new multi-use district.

Two strip commercial areas along existing major streets are proposed to be changed to this new classification. The first area is U. S. 24 highway from Kentucky to Arlington and Northern Boulevard to Sterling. The second area is Truman Road from Franklin Avenue to Scott Avenue and from Chrysler Avenue to River Boulevard. These are older strip commercial areas that are deteriorating and have vacant buildings that need to be put to a better use. This new category coupled with the landscape ordinance would help to revitalize these areas and improve the visual appearance to the entrances of the older sections of the City.

Also, a small residential area south of Interstate 70 and west of Noland Road is sandwiched between commercial property on three sides and is slowly going down hill because of the isolation. A gradual change from the single-family homes located here and the vacant land to the west of this subdivision to the Multi-Use District is recommended.

The last area that is recommended for the new district is in the southeastern portion of the City. Generally that area north of the Independence Shopping Center, the vacant area west of the Shopping center, and the area south of Interstate 70, east of Lee's Summit Road, north of U. S. 40 highway and west of Interstate 470 (Missouri 291 highway).

These three areas would be suitable for the new classification because of the rough terrain limited street access, and would allow a diversity of uses that would be complementary to the development currently in those areas.

COMMUNITY FACILITIES

This category of land use is explained in Chapter 8 and lists the existing and proposed facilities that deal with this specific classification.

INDUSTRIAL

According to the standards for prime industrial sites set by the National Association of Industrial and Office Parks (NAIOP), the land designated for industrial development in the Little Blue Valley is a prime area with the improvement of the Little Blue Expressway. NAIOP locational criteria are as follows:

- Access to transportation facilities such as interstate highways and cargo rail lines.
- Exposure to the public and the potential of improving the corporate identity.
- Natural amenities such as parks, creeks, and views.
- Nearby continuing education institutions.
- Governmental services such as postal, fire, and police services.
- A relatively flat topography (less than 3% slope).

The key to opening the valley for industrial development is the Little Blue Expressway. At the present time support from the Mid-America Regional Council, Jackson County and the State Highway Commission is at the highest level for developing this roadway. As part of the Kansas City Metropolitan Area transportation plan the Little Blue Expressway will connect with the South Riverfront Expressway at the Little Blue Expressway's northern terminus to form the Jackson County Expressway, a "beltway"

linking the eastern portion of Jackson County with the northern portion. This will greatly improve access to all industrial areas in the northern part of the County while at the same time relieving the traffic overload that has occurred on Interstate 70 and some of the other roads in the area.

Opening the valley to industrial development will have great economic impact on the City of Independence and eastern Jackson County. The level terrain of the Little Blue Valley provides the most desirable land form for large industrial sites anywhere in the metropolitan area. The favorable vertical grades in the valley will also accommodate development of arterial street system ideally suited for heavy commercial and industrial truck traffic. Industrial development and an associated increase in jobs are of vital importance to eastern Jackson County as well as the entire metropolitan area.

A special zoning category was created that will preserve the valley for this future industrial development. The primary use in the valley is currently agricultural. The special zoning classification allows either agricultural or industrial uses. The concept is to provide an atmosphere favorable for agricultural uses while the industrialization of the valley area takes place over a period of time.

Encouraging the continued agricultural uses will help retain the large land ownerships that are so conducive to land assemblage, and provide a transitional use during the industrialization process. The planned industrial development of an area this large will take many years to accomplish. This dual usage provides a development pattern with flexibility in development that can provide sites in planned industrial parks from as small as one acre to as large as several thousand acres.

The utility infrastructure to serve the development in the Little Blue Valley is in place. The main generating plant for the municipally owned electric utility is located in the Little Blue Valley. The utility has sufficient current capacity to serve the development of the Valley. The City owned water utility also has existing infrastructure in place to accommodate the proposed development. The Water Department is

in the process of a major plant expansion to provide for service into the next century. The natural gas service is provided by a private utility with main service to the valley area that can serve the industrial development. The sewer treatment capabilities in the Little Blue Valley are outstanding and can provide virtually any type of treatment of industrial wastes. The capability also exists to provide processed water to large industrial users and meet the special treatment needs of the industrial users.

The Corps of Engineers along with Jackson County have provided 100 year flood protection to the Little Blue Valley. The improvements to the river channel and the development of the up-stream impoundments have provided a system that contains virtually all the storm water generated by a 100 year storm occurrence within the channel area or the adjacent park property owned by Jackson County. This development also provides one of the major amenities for the future development in the form of a twenty-six mile long park system. The Little Blue Trace Park developed by Jackson County provides a lineal park system adjacent to the Little Blue River. When complete the park will provide a trails system through the length of the River Valley with major access areas and expanded recreational opportunities developed at strategic locations along the trace. The proposed industrial development will be adjacent to much of the Trace and will provide access to the park for employees in the area.

Favorable wage rates and the quality and high productivity of the labor force are major factors in this area's attractiveness as a location for new businesses and the expansion of existing industry. An increasingly important contribution to the area's economic development is its geographic centrality. This provides cost savings in terms of communications and transportation for firms serving national and regional markets.

Government boundaries do not deter commuting activity in the bi-state Kansas City metropolitan area. About 61 percent of the city's residents work outside the city. The vast majority, 80 percent, of the city residents work in Jackson County. Independence employers and those in the entire metropolitan area

are able to attract the volume of employees required for their operation. Employers report that new employees can be found for a majority of occupations without extensive advertising or personnel searches. The willingness to commute into and throughout the area is in large part attributable to an excellent transportation network. Ninety-four percent of Independence's residents travel less than 20 minutes to work, and over two-thirds are able to travel to work in 30 minutes or less.

There are currently 284 industrial and wholesale trade businesses located in Independence. They provide a work force of 6,009 employees. With the Little Blue Valley developed at its fullest potential approximately 658 new industrial and wholesale trade businesses could be located in the valley. This could provide 13,932 new employee positions for eastern Jackson County.

The current annual payroll for the 284 businesses is \$139.8 million dollars. With 658 additional businesses in the area the annual payroll for these businesses could amount to \$323.9 million dollars. This means additional income for Independence and Jackson County residents. Table 6.42 shows the estimated number of industrial businesses and employees that could be located in the Little Blue Valley when the area is fully developed.

TABLE 6.42

**ECONOMIC IMPACT OF THE
LITTLE BLUE EXPRESSWAY**

	Existing	Little Blue Valley
Number of Businesses	284	658
Number of Employees	6009	13,923
Annual Payroll (millions)	\$139.8	\$323.9

PARKS AND OPEN SPACE

The Parks and Recreation category of land use is explained in Chapter 10 and lists the existing and proposed park facilities and programs that deal

with this specific classification. The open space category includes areas such as tree cover, steeper slopes associated with drainage ways or land that is not suitable for development, either due to a man made or natural condition.

The following areas of Independence are recommended to be classified as open space, with the possible use of public or private recreation in the future. One area in the southeastern portion of the City is a man made condition that does not allow another excepted land use at this time. The Woods Chapel sanitary landfill currently operating north of Interstate 70 and west of R. D. Mize is recommended to be developed as open space with a possible active and passive recreational use after the site has been completely covered with top soil and trees and vegetation are planted

Another man made condition exists due to the mining operation that is located at Missouri 291 highway and Truman Road. The majority of this property is the Geospace storage and warehousing operation that is located in the subsurface area. The land on top of the mined area is recommended to be developed as open space, with the possibility of a private or public golf course.

The third land area is a natural condition and is located in the Missouri River flood plain in the northwestern portion of the City. It is the only portion of Independence located in Clay County. This area is not suitable for development at this time and it is recommended that it remain in its natural state.

SOLID WASTE

BACKGROUND

The City of Independence has been concerned about solid waste problems in our community and metropolitan area for a number of years. The city began reviewing the issues related to solid waste management eight years ago. Proposals for recycling and resource recovery have been reviewed, however, a plan for proceeding with this method of solid waste reduction has not

been adopted. Applications for funding assistance through both composting and resource recovery grants have been processed, but were denied due to limited available funds.

Mid America Regional Council of governments is currently working on a regional plan that may effect how solid waste is handled in Independence. The MARC regional solid waste plan is due to be out in May of 1993.

A site study for possible locations of solid waste landfills was conducted in 1989, however opposition from property owners became apparent and the city did not proceed with a engineering plan. The site location study covered all of Independence and a large section of eastern Jackson County. A number of site locations were evaluated for possible use and a process of elimination for various reasons was established. Six sites were determined to be feasible in this study for potential use as a sanitary landfill. The majority of these sites are located in the eastern portion of Jackson County.

The sites in Independence are in the general area of the city that has been proposed for agricultural use during the next twenty year period. The proposed agricultural use will greatly reduce the amount of development which may occur during this time period and allow the city to expand the necessary infrastructure that is required for other types of higher density uses.

Three of these sites are located within the city limits and one of them has been eliminated from the list and developed as a storm water detention basin since the study was conducted. The remaining three are located in Jackson County, two are north of U.S. 24 Highway and one is south of Truman Road. The general boundary that includes these site locations and other possible sites in Independence, is bounded by U.S. 24 Highway on the north, the Little Blue River on the west, Interstate 70 on the east. This still remains the best area within the city to study further for possible use as a solid waste landfill location.

The general guidelines for determining site locations was based on the potential life expectancy of ten years or more with a minimum potential for conflict with future land uses within the projected life span. Also, was the site isoated, easily accessible, had no apparent problems of environmental pollution, man made changes or topographic features such as visible rock or soil erosion, tree cover, natural drainage, and on-site cover material necessary for conducting s landfill operation.

GOALS AND ACTIONS TO BE INCLUDED IN THE SOLID WASTE PLAN

The Independence solid waste plan and the regional waste plan will include the following mandates for establishing a solid waste program.

Missouri Senate Bill. 530 became effective in August of 1990. It placed certain mandates on solid waste disposal and recovery, which include:

1. Development of a regional solid waste management plan.
2. Achieve a 40% reduction in solid waste aby 1998.
3. Eliminate hazardous waste from the waste stream.
4. Imposed a \$1.50 fee per ton of waste placed in landfill beginning October, 1990.
5. Eliminate yard waste in landfill by January 1, 1992.
6. Newspapers with 15,000 circulation use 10% recycled paper by 1993, 40% by 1996.
7. Tires, batteries, appliances, and oil banned by January 1991.

Table 6.43

RECYCLING CHECKLIST

Material	Recycled Uses	Advantages	Disadvantages
Aluminum Cans	Making New Cans	Cheaper than paying high cost of power for making new aluminum. Well established market in industry recycling system.	Competition from Boy Scouts, civic organizations that collect cans to raise money.
Plastic Soda Bottles, Milk Jugs	New soda bottles Carpets Plastic "lumber"	Many potential uses Industry backing recycling effort.	Too many different types of plastic. Virgin resin still cheaper.
Steel Cans	Making new steel	Experienced scrap dealer networks. Markets in Eastern steel mills, Western mines. Easily separated by magnets.	Dealers prefer junk cars. Consumers not aware of recycling value.
Glass	Crushed "cullet" added to glass furnaces.	Industry has used for decades. Established collection system in states with bottle laws.	Colors can't be mixed to make new glasses. Transportation costs high. glut of imported green bottles.
Newspapers	Recycled newsprint Livestock bedding Insulation	State recycled-content mandates creating recycled newsprint market. "De-inking" mills coming on line to supply that new market.	Glut still forces governments to pay for hauling away. Outmoded Canadian mills supplying East, Midwest have been slow to expand recycling.
Office Paper	Recycled stationery	Collection convenience Recycled stationery is "in"	Color to gray to meet some quality standards. Value drops when different kinds of paper are mixed together.

Source: Governing, Magazine of States and Localities, April Issue, article by Tom Arrandale

8. Regional boundaries established by June 1991.

The Regional Boundaries have been established and Independence is in the area composed of Platte, Jackson, Cass, Clay and Ray Counties. Since Jackson County joined the District, the City

of Independence is a part of the same district and is involved in the district planning.

Tires, batteries, appliances, and oil were banned from landfills in 1991, but there are a limited number of businesses that except these products for scap or charge a fee to recycle. Yard

waste has been eliminated from the solid waste landfills and many haulers have curb side pickup of yard waste for separate composting areas with an additional charge.

The Independence Landfill Site Study used an estimated volume of trash generated per/day in order to determine the capacity of a proposed site. The volume of trash hauled to a proposed landfill was figured at 300 tons per day with a twenty five percent reduction in waste from recycling efforts. Reduction in waste volume generation from recycling is dependent on the success of the recycling effort of the community. The following categories of solid waste material indicate the percentage of each type that have been determined to be in the municipal waste stream. The challenge is to maximize the recovery of each of these different categories.

Yard debris represents the largest single component of solid waste being placed in a landfill in the metropolitan area. By encouraging residents to reduce yard waste through composting, mulching grass clippings and tree leaves back into their lawns, allows each resident to participate in helping to reduce this source of solid waste.

Waste	17.6%
Paper	40.0%
Glass	7.0%
Food	7.4%
Plastic	8.0%
Metal	8.5%
Other	11.6%

Source: Independence Public Works Engineering

An integrated solid waste plan should include source reduction, recycling, reuse of materials, landfilling, and some type of energy recovery. Recycling is safe, reduces the amount of solid waste which may help to reduce the cost of hauling solid waste, and creates the kinds of jobs that are needed in our community.

It is essential that a market be established for waste recyclables in order to effectively carry out

this plan. There are a number of ways to recycle a large portion of the solid waste being dumped in our landfills today. The check list shown in table 6.43, on page 36, indicates the advantage and disadvantages of recycling certain products in today's market.

There are a number of methods being utilized to try and capture the resources available in the waste stream. Some of these methods are listed below:

- o Curb Side Recycling (Source Separation)
- o Blue Bag System
- o Drop Off Sites
- o Dirty Material Recovery Facility

Source reduction is an issue that needs to be addressed and should be included as part of an overall solid waste management plan. By reducing packaging or eliminating certain types of materials for packaging are some methods. We can all participate in reducing solid waste by not buying more than what we need, or reusing items where practical.

The City has special challenges due to the make up of its existing solid waste program. There are nine individual companies hauling Independence trash and these companies contract with individual residents. This duplication of effort places a number of trash services collecting on the same street during the same time period. This puts an unnecessary burden on the residential street system and creates a higher cost of service due to this duplication of service area. These are just a few of the issues that need to be reviewed and incorporated as part of the overall solid waste plan.